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EYES OF YOUTH  
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BY THE USE OF  
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N. LAZARUS,  
HONGKONG'S ONLY EUROPEAN  
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No. 20,528 號八十八百五零萬二第 日三十月三年子甲 HONGKONG, WEDNESDAY, APRIL 16TH, 1924 三拜禮 號六十月四年三十國民華中 PRICE, \$3 PER MONTH

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### TIME-TABLE.

| WEEK DAYS               |            |                           |
|-------------------------|------------|---------------------------|
| 7:00 a.m.               | 7:10 a.m.  |                           |
| 7:30 " "                | 7:40 " "   | every 15 minutes Stopping |
| 8:00 " "                | 8:10 " "   | 10 " " " "                |
|                         | 8:20 " "   | Non Stop                  |
|                         | 8:30 " "   | Stopping                  |
|                         | 8:40 " "   | Non Stop                  |
|                         | 8:50 " "   | Stopping                  |
|                         | 9:00 " "   | Non Stop                  |
|                         | 9:10 " "   | Stopping                  |
|                         | 9:20 " "   | Stopping                  |
| 9:30 a.m. to 11:00 a.m. |            | every 10 minutes Stopping |
| 11:30 " "               | 12:30 p.m. | 15 " " " "                |
|                         | 12:40 " "  | Non Stop                  |
|                         | 12:50 " "  | Stopping                  |
|                         | 1:00 " "   | Non Stop                  |
|                         | 1:10 " "   | Stopping                  |
|                         | 1:20 " "   | Non Stop                  |
|                         | 1:30 " "   | Stopping                  |
| 1:30 p.m. to 4:00 p.m.  |            | every 10 minutes Stopping |
| 4:30 " "                | 4:40 " "   | 15 " " " "                |
|                         | 4:50 " "   | 10 " " " "                |
|                         | 5:00 " "   | Non Stop                  |
|                         | 5:10 " "   | Stopping                  |
|                         | 5:20 " "   | Non Stop                  |
|                         | 5:30 " "   | Stopping                  |
|                         | 5:40 " "   | Non Stop                  |
|                         | 5:50 " "   | Stopping                  |
|                         | 6:00 " "   | Non Stop                  |
|                         | 6:10 " "   | Stopping                  |
|                         | 6:20 " "   | Non Stop                  |
|                         | 6:30 " "   | Stopping                  |
|                         | 6:40 " "   | Non Stop                  |
|                         | 6:50 " "   | Stopping                  |
|                         | 7:00 " "   | Non Stop                  |
|                         | 7:10 " "   | Stopping                  |
|                         | 7:20 " "   | Non Stop                  |
|                         | 7:30 " "   | Stopping                  |
|                         | 7:40 " "   | Non Stop                  |
|                         | 7:50 " "   | Stopping                  |
|                         | 8:00 " "   | Non Stop                  |
|                         | 8:10 " "   | Stopping                  |



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## AIR SECURITY. INSURANCE AGAINST WAR.

[BY MAJOR C. C. TURNER.]

If anything were needed to convince the nation of the necessity for placing air defence upon a sound basis it is the fact that the new Government, which cannot be suspected of any disinclination to cut down expenditure upon armaments, has decided to carry out the air plans of the late Government. Evidently these had been framed with the strictest regard for economy. The new Secretary for Air, moreover, states that in future years there will almost certainly have to be increased expenditure. It is reasonable to hope that the policy now adopted may do something towards bringing about an all-round limitation of air armaments by convincing others that anything like unfettered armaments competition may prove costly. It is only too true, on the other hand, that in the circumstances that exist to-day a willingness to neglect defence and to be at the mercy of others is no guarantee of peace.

The estimates drawn up by the late Government have been closely examined and approved with only one exception. Airships. Sir Samuel Hoare, the former Air Minister, has expressed keen disappointment at this unexpected change. The difficulties, departmental and others, had been overcome, and but for the change of Government another week would have seen the agreement signed. All that was necessary was the preparation of a bill embodying financial provisions. The Burney scheme is a very limited one, and the principal objection to it is on the score of excessive economy, which might be prejudicial to efficiency. The first money is for the stage to Egypt, and until that is complete no more money will be required. The State would pay strictly on results. When Lord Thomson, Secretary for Air, was interviewed the other day, he declared himself an enthusiast for airships, and he also said that the new Government would encourage private enterprise in aeronautical developments. It is understood that although the Burney scheme is to be further considered by the Cabinet, it will be discussed side by side with an alternative scheme prepared by the Air Ministry. The fact is, the new Government as a whole is anxious that if anything is to be done the State shall have a very big finger in the pie. The alternative scheme to the Burney is for a re-commissioning of two old airships for training and experiment while a new big airship is being built. The worst feature of the business now is the further delay; but that either the Burney or the Air Ministry alternative scheme will be adopted is, I understand, certain. Supplementary estimates will, of course, have to be passed.

### AIR RESERVES.

As previously planned, the new squadrons for home defence are to be partly on a non-regular basis. There are to be Regular, Special Reserve, and Auxiliary squadrons. The Special Reserve squadrons will have a solid backing of Regular personnel, but with a substantial non-regular element. Broadly speaking, they will be on the old Militia basis; a certain part of a squadron will be kept up at full strength, while the rest will be recruited and trained on a militia basis. In addition, what may be termed a Territorial element will be introduced; in certain of the big centres in the vicinity of which aerodromes already exist squadrons manned to some extent by non-regulars, including air line and other civilian pilots, will be formed. At various centres Reserve pilots are already undergoing training. By the end of 1925 there ought to be about 700 first-line aeroplanes for home defence, which would be equivalent to the present strength of the French Independent Air Force. The 700 aeroplanes will represent from fifty-two to sixty squadrons, for a squadron of single-engine machines is twelve, and one of two-engine craft is ten.

The organisation of these squadrons cannot proceed very rapidly. Recruiting and training of personnel may be considered as proceeding apace with the acquisition of new aeroplanes and the numerous details of equipment. Already steps are being taken. Thus, Halton, the great training centre for aircraft apprentices, will soon have accommodation for 3,000 boys. The call for 1,000 extra boys at the beginning of the year was successful. But the R.A.F., like the older services, finds a difficulty in attracting cadets. The fine profession it offers, the advantages of overseas service and the probability of a certain amount of active service, and the removal of any doubt that may have existed as to the future of the force, will now doubtless bring plenty of the right elements. There are to be economies in Iraq and Palestine; but it will be found that better provision will have to be made for Imperial defence routes and coaling and oil stations will to some extent depend upon the R.A.F. Take the Mediterranean, where France has at least forty-three air stations. From her North African dominions she can patrol the Straits of Gibraltar, whilst the Suez Canal is within reach of her forces in Syria. France, or any other Power so situated, could close the gates to the Mediterranean to whomsoever she pleased. This aspect of the air situation has not been put before the public, who are constantly warned of London's danger, as if that were the only thing that mattered, and as if there would not be peril to the Empire elsewhere, and to the supplies upon which our existence depends. Even now aircraft could effectively patrol the narrow Straits by day and night, and could make freedom of movement impossible even to a war fleet, unless it were provided with ample means for dealing with attack from the air.—Daily Telegraph.

All the women I meet to-day are earning salaries, and most of the men are looking for jobs.—Father Ronald Knox.  
The history of journalism suggests that the ambition to start a newspaper is widespread, perennial, and generally foolish.—Lord Sands.

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| Mampō Hotel             | Miyajima Hotel | Osaka:               | Tokiji Seiyokan Hotel |
| Nobe:                   | Miyajima Hotel | Osaka Hotel          | Yokohama:             |
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| Chosen Hotel            | Hoshigaura:    | Yamato Hotel         | Yamato Hotel          |
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|-----------------------|------|--------|--------|
| No. 1 Turkish         | 50's | \$2.75 | \$2.40 |
| No. 5 do.             | 50's | 2.25   | 2.00   |
| No. 11 do.            | 50's | 1.30   | 1.75   |
| No. 14 Egyptian       | 50's | 2.00   | 1.80   |
| No. 16 do.            | 50's | 1.50   | 1.50   |
| No. 28 do. (Gold Tip) | 50's | 1.50   | 1.25   |
| No. 1 Virginia        | 50's | 1.00   | 0.90   |
| No. 75 do.            | 50's | 1.25   | 1.00   |
| No. 7 do.             | 50's | 1.10   | 0.90   |

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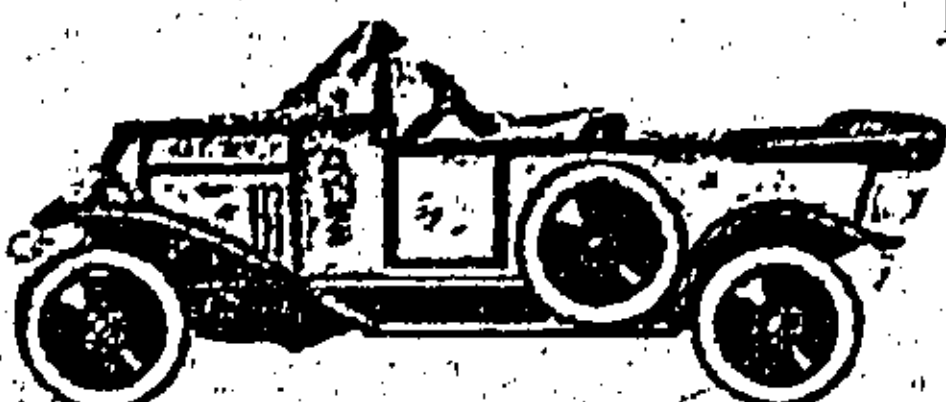
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## COMPANY REPORT.

CHINA PROVIDENT LOAN AND  
MORTGAGE CO., LTD.

Subject to audit the General Managers  
and Consulting Committee of the China  
Provident Loan and Mortgage Co., Ltd.,  
will at the forthcoming meeting to be held  
on the 30th April, 1924, recommend the  
following:-

|                              |              |
|------------------------------|--------------|
| To pay a Dividend of \$1 per |              |
| share on old shares          | \$170,000.00 |
| Place to Reserve Fund        | 10,000.00    |
| Write off Furniture, Go-     |              |
| down Equipment, etc.         | 4,192.72     |
| and carry forward            | 1,757.29     |
|                              | \$185,940.03 |

## MOST ARRANT HYPOCRISY.

REPLY TO CRITICS OF TAXING  
BETTING.

In the House of Lords, during the debate  
on the betting resolution, Lord Newton  
contended that betting in Great Britain  
has proved to be an almost incredible extent,  
and that it is impossible to prevent betting  
under the present law. He urged that a  
system of licensing and registering of  
book-makers, coupled with a tax on bet-  
ting, would certainly lead to a diminution  
in betting.

Lord Arnold, for the Government, op-  
posed the motion, claiming that any  
revenue which may be derived from a bet-  
ting tax would be more than counter-  
balanced by the damage done to financial  
credit.

Lord Darling characterised betting not  
as a crime but a vice, and said that the  
Government had not clean hands in the  
matter, for they encouraged betting by  
installing telephones and telegraphs for  
book-makers and their clients to use.

Lord Haldane opposed legislation which  
would reverse the policy of the last 50  
years.

Lord Carson dismissed the suggestion  
that it would be a shocking thing to ven-  
ture betting as "the most arrant hypo-  
crisy." At the present time, he said, the  
State charged income-tax upon book-  
makers' profits, and the Post Office made  
money out of betting messages. It would  
be idle to pretend that the present Gov-  
ernment, or any other, had the remotest  
idea of interfering with betting as an  
existing institution.

## GOVERNMENT POINT OF VIEW.

The new Government has decided against  
the proposals to tax betting which were  
tentatively made by the late Government  
and referred to a Select Committee. One  
position which the proposal had encour-  
aged on moral grounds, the Government  
was asked to set up machinery to tax bet-  
ting to obtain that small sum. It was not  
a desirable or practicable proposition.

## MAN WHO NEVER LAUGHED.

PARNELL'S ONLY PARLIAMENTARY  
PLEASANTRY.

Mr. Michael MacDonagh, lecturing to  
the Irish Literary Society of London on  
"Irish Reminiscences of the House of  
Commons," related the one Parliamentary  
pleasantry in which Parnell ever indulged.

The Irish Party were discussing at great  
length the Motion Bill for the Main-  
tenance of Discipline in the Navy, urging  
particularly the abolition of flogging.  
The First Lord of the Admiralty was Ward  
Hunt, a heavy and rather stolid man,  
addicted to numbering on the Treasury  
Bench. Parnell pointed out that among  
the offences for which flogging might be  
inflicted was that of a sentry sleeping at  
his post of duty. "Surely," he went on  
to say, "the First Lord of the Admiralty  
does not regard that as a serious offence?"

Parnell was described by Mr. MacDonagh  
as possessing gifts of personality so rare  
that none of his party could claim to pos-  
sess them. On the other hand, he lacked  
one quality which was common among  
them. That was a sense of gaiety. His  
aloof and aristocratic air was all the more  
marked as he sat quite still in the midst  
of his excited and boisterous followers,  
with folded arms, his hat well over his  
eyes, apparently self-absorbed, but really  
watchful of the proceedings of the  
House.

"Parnell smiled sometimes," continued  
Mr. MacDonagh, "but I never heard him  
laugh. Nor did I ever hear anyone laugh  
at him—a striking proof of the dread in-  
terest and respect he always inspired."

## MEH WORTH FIVE SHILLINGS

AMERICAN CHEMIST'S ESTIMATE

According to analytical research made  
by Dr. C. A. Pierce, head of the chemistry  
department at the West Texas Teachers'  
College, the net material value of an aver-  
age human being is 98 cents (roughly,  
about 6s.). Dr. Pierce has found that the  
body of a man weighing 150lb., if divided  
into its constituent chemical elements,  
would be found to contain enough water  
to wash a pair of blankets, enough iron  
to make a tuppenny nail, lime sufficient  
to whitewash a small chicken-coop, and  
enough sulphur to kill the fleas on a good-  
sized dog. All these elements, he estimates,  
could be purchased at a drug store for  
85 cents.—*Reuter.*

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1—The Willys-Knight car is the four cylinder motored car that makes the six  
unnecessary.

The Knight motor is steam principle. The valves are two cylindrical sleeves with rectangular slots or ports  
which when they register with each other and the ports in the block allow the ingress and egress of the gases without  
obstruction. These wide open passages, particularly on the exhaust side, permit a more thorough cleaning of the  
burnt gases from the combustion chamber than any other type of motor, so that every ounce of energy available is  
utilized from the explosive mixture, which gives us such tremendous power.

2—It has no valve to grind and no carbon to clean.

The combustion chamber is completely surrounded by water and an alloy piston noted for its great heat  
radiating qualities is used so neither the combustion chamber nor the head of the piston gets hot enough to bake  
the residue from the exposed gases to form carbon while there is still enough heat maintained to handle the explosive  
mixture effectively.

3—It is the only type of motor that improves with use.

While carbon can not form in the combustion chamber, still a certain amount of the residue from the burnt  
gases works up behind the wide sealing ring in the cylinder head and, as this building in process obtains, it keeps  
pushing this sealing ring more tightly against the inner sleeve until it completely seals the compression chamber  
developing more power with every mile the motor is drawn.

4—It is the only type of motor that wears in while other wears out.

All parts in the Willys-Knight car are assembled with wide clearances between each other and oil is forced  
into these clearances under heavy pressure so that the entire assembly is lapping or wearing in on those heavy films of  
oil instead of wearing out. In other words, every bearing in this motor is an oil bearing instead of a metal to metal  
bearing which is necessary in the construction of a poppet valve motor in order to keep it quiet with subsequent quick  
wear and noise.

It has eliminated one hundred and sixty two quick wearing parts necessary in the operation of a cylindered  
poppet valve motor. There are no hammering parts such as cams striking against push rods, push rods against  
valve stems, or valve heads snapping back into their seats through the medium of heavy springs, etc.

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#### REPARATIONS DUTY.

##### GREAT BRITAIN PAYS BUT NEVER RECEIVES.

The debate in the House of Commons, on March 6th, on the reduction of the duty on imported German goods from 28 to 5 per cent., under the German Reparations Recovery Act, was marked by divergent views expressed by leading members of the Liberal Party. While Sir John Simon, although seeking explanation upon certain points, declared it was to the credit of the Labour Government that they had lost no time in making a new arrangement, Mr. Lloyd George considered that if the attitude assumed by the Chancellor of the Exchequer represented the spirit in which the Government was going into Conference in April British interests would be completely surrendered.

The debate was initiated by Mr. A. M. Samuel, who moved to reduce the Vote on Account for Civil Service and Revenue Departments as a protest against the action of the Government in reducing the duty. He contended that as a result of the action of the Government the German revenue was relieved at the expense of the British tax-payer. In his view the Treasury had given up a good fighting weapon.

Mr. Somerville took the same line. If the Germans would not pay the 28 per cent., he asked, why should we allow their goods into our country at all? Why was it we always gave way and the Germans got what they wanted? The adoption of a strong attitude by Great Britain would result in Germany finding money to pay the duty.

##### A SMALL REVENUE.

Sir John Simon addressed a number of questions to the Chancellor of the Exchequer as to the provisions of the agreement which had been arrived at with Germany, but he conveyed the impression that he approved of the action which had been taken in making a change in the system. The only question to him was whether the change was the best in all circumstances. He was anxious to know exactly the advantage attached to the 5 per cent. It was obviously, he said, so small a percentage as to be almost trumpery as a means of revenue. Was it, he inquired, regarded more in the nature of a means of keeping the machine working at a low pressure and registering results than as a material contribution to the problem either of revenue or reparations?

The Chancellor of the Exchequer contended, however, that there was a very effective safeguard. It was not in the agreement, but in the present economic conditions of world prices. The reason the Government had agreed to the reduction of the duty, he said, was because the alternative was 5 per cent. or nothing. Any other arrangement would have involved a reduction in the Customs receipts, and Germany in such circumstances would have resorted again to the old vicious system of the printing press, with the result that there would have been a further reduction in the capacity of Germany to pay any reparations at all. When the present Government took office they found an intolerable situation, and they set themselves to see what could be done to relieve the hardships of some of the British firms in the German trade. Nothing must be done to impair Germany's capacity to pay or delay her economic restoration. He protested that if the 5 per cent. duty had not been agreed upon Great Britain would have thrown away every weapon. It was perfect nonsense to talk about the difference between £500,000 a month and £150,000 a month. It was the latter sum or nothing. It was hoped that the Committee of Experts investigating into Germany's capacity to pay would report during the next two or three weeks, when the whole question of reparations would be gone into afresh. That was why the 5 per cent. arrangement was no more than a temporary agreement.

##### BRITISH INTERESTS.

Mr. Lloyd George pointed out that the issue involved in the debate was whether Great Britain really meant to levy any contributions upon Germany in respect of reparations. Reparations could be got in two ways. One was by means of German raw materials, such as coal and timber, being distributed among the Allies. The other was by putting some sort of duty on German exports which was then paid in sterling or dollars. Payment in marks he swept aside as being perfectly worthless. His regret was that the Chancellor did not see he was parking with a very formidable weapon in the coming negotiations. Reparations in kind were still being collected by France, Belgium, and Italy, and the money was being refunded by the German Government. Our equivalent was practically abandoned. Mr. Lloyd George criticized the conduct of recent negotiations on the ground that there had been a disposition to treat British interests as being secondary. "I protest against that strongly," he said. "I have never been opposed to a statement of claims against Germany, but it must be part of a large settlement in which all the Allies are partners. If there are abatements they must be all-round abatements. They must not always be at the cost of Great Britain." The war, he claimed, had cost us more than any other country. Our devastation was not so great as that of France, but it cost us hundreds of millions of pounds, and the ruin to our business had been greater than that suffered by any other country. There-

(Continued at foot of next column.)

#### A YANGTZE COLLISION CASE.

##### ACTION BETWEEN CHINA NAVIGATION COMPANY AND CHINA MERCHANTS.

An application for limitation of liability in respect of the collision between the China Navigation Company's hulk the *Kiang Ning* and the *Woozung* near Kiukiang, on September 12th, 1923, came before Judge Sir Skinner Turner, in Admiralty jurisdiction, at Shanghai last week.

Plaintiffs, the owners of the *Woozung*, were represented by Mr. R. E. S. Gregson while Mr. J. H. Teesdale appeared for the defendants, the owners of the *Kiang Ning*. On September 12th, 1923, while on a voyage to Hankow, the s.s. *Woozung*, a ship of 3,213 tons gross, collided with the *Kiang Ning* and sank her. There was no loss of life. Plaintiffs submitted that the collision occurred without the actual fault or privity of plaintiffs, but they admitted that the collision was caused by the improper navigation of the *Woozung*.

Plaintiffs' application was for a decision that the damages in respect of the loss of the *Kiang Ning*, together with her goods and merchandise, did not exceed the aggregate amount of £8 per ton of registered tonnage, £25,720. Plaintiffs submitted to pay into Court this sum, with interest at 7 per cent., from the date of the collision. They claimed a declaration that they and the ship *Woozung* were not answerable for damages in connection with the collision in respect of loss exceeding £8 per ton.

Counsel for plaintiffs read affidavits by Mr. E. F. Mackay, attorney for Messrs. Butterfield and Swire and the China Navigation Company, and by Mr. Boris Rybalovsky, second officer of the *Woozung*, in support of his case, and submitted that it was now only a question of deciding the form of decree, the rate of exchange on the £25,720 and the form of advertising. Counsel contended that the rate of exchange should be that prevailing on the date on which payment was made, quoting in support of his submission the action between the owners of the s.s. *Hanchow* and the owners of the s.s. *Feima* and other local cases of some years ago. He pointed out that the difference in the rates prevailing at the date of the collision and the date of payment was about one penny. Mr. Teesdale submitted that exchange should be fixed at the rate prevailing at the date of the collision, also quoting various authorities.

After hearing both sides, his Lordship granted the formal application of plaintiffs and then proceeded to deal with the question of the rate of exchange. His Lordship mentioned recent decisions in England and said it seemed to him that in each case, whether it was contract or tort, one had to go back to the date of breach. With regard to the cases quoted by counsel for plaintiffs, his Lordship pointed out that the point was probably never very carefully argued, as in those days the rate did not vary to the same extent as at the present time. He, therefore, felt obliged to follow the more recent cases at Home, and he held that the rate of exchange must be that prevailing on the date of the collision. His Lordship ordered plaintiffs to pay the costs of the action.—*Shanghai Mercury*.

#### EMBEZZLEMENT AND CHEATING.

##### JAVA POLICE COMMISSIONER IMPRISONED.

C. van Rossum, the Chief Commissioner of Police, Java, has been sentenced to six years' imprisonment for cheating, and embezzlement of Government funds. Scandal after scandal was caused during the trial of his case. It was revealed, says a translation from a Dutch paper, that he had banking accounts in not less than eleven banking houses and all these moneys standing in his name have been collected by the Government. He has been sent to the Central Prison at Semarang to serve his sentence.

Verkaner, director of the Simpang Hospital, Soerabaya, is now in custody charged with embezzlement of a sum of over one hundred and twenty thousand guilders, being money and property entrusted to his care.

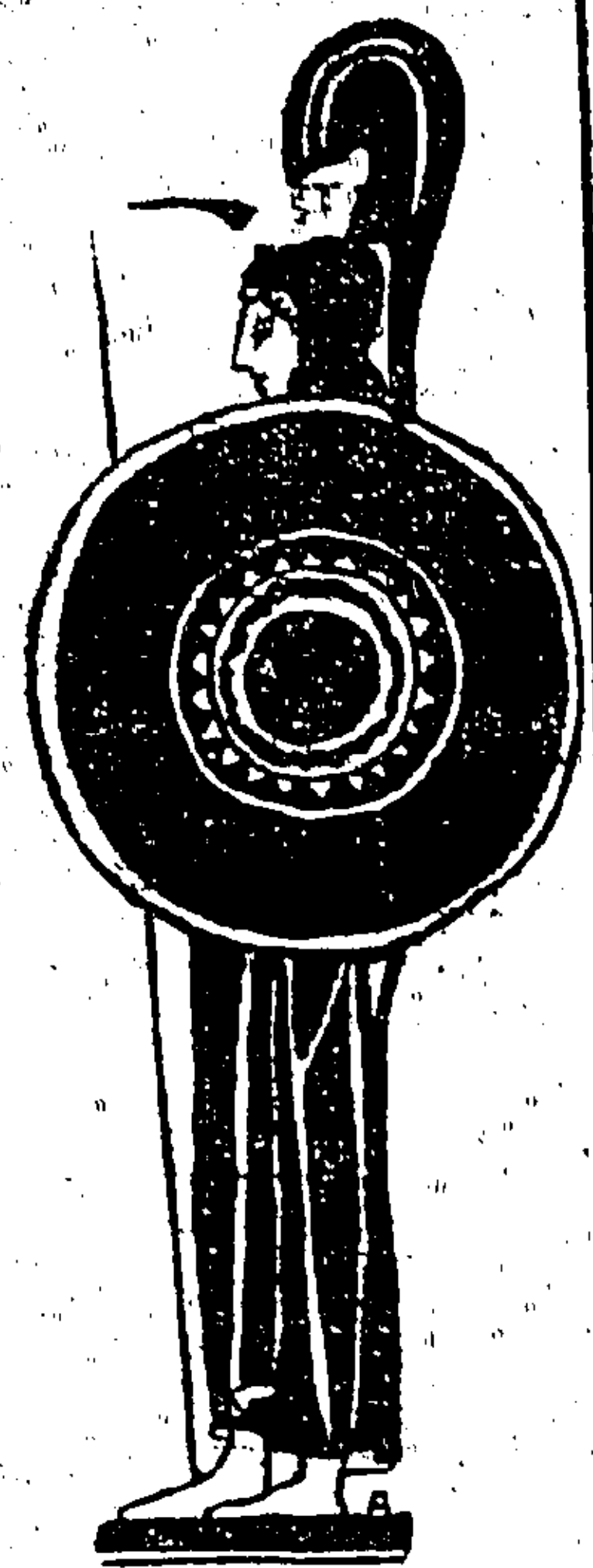
fore," he said, "I protest against the new spirit which seems to proceed on the assumption that England is to pay, but when it comes to receiving it must be some other country. Great Britain pays America. She is to receive nothing from France and Italy. The Chancellor of the Exchequer says that Germany is in such a position that she cannot possibly pay. No, she cannot pay us, but she can pay France in full." We were equal in sacrifice, he said, and it was about time that Great Britain should stand up for her rights in this matter.

On a division the result was as follows:—  
For the amendment ..... 170  
Against ..... 240  
Majority against 70

Mr. Lloyd George took no part in the division.

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# Cooking, Lighting, Heating

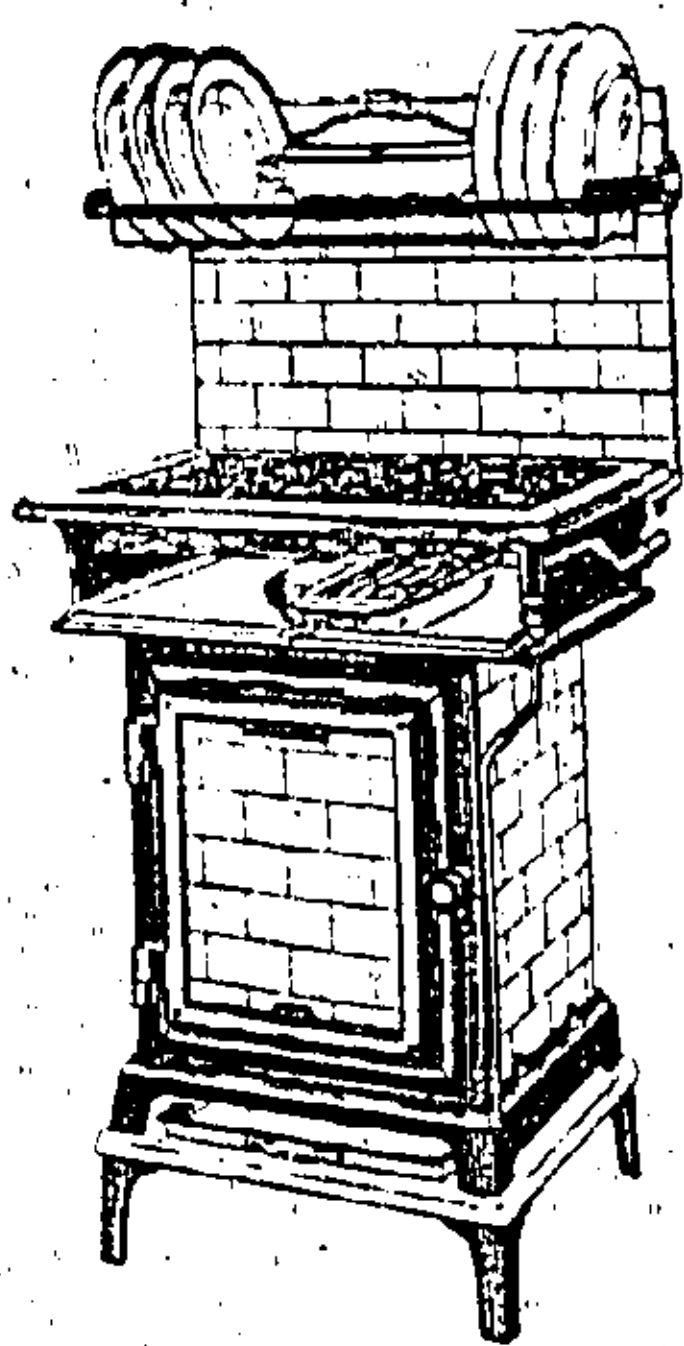
DO THEM WITH

# GAS!

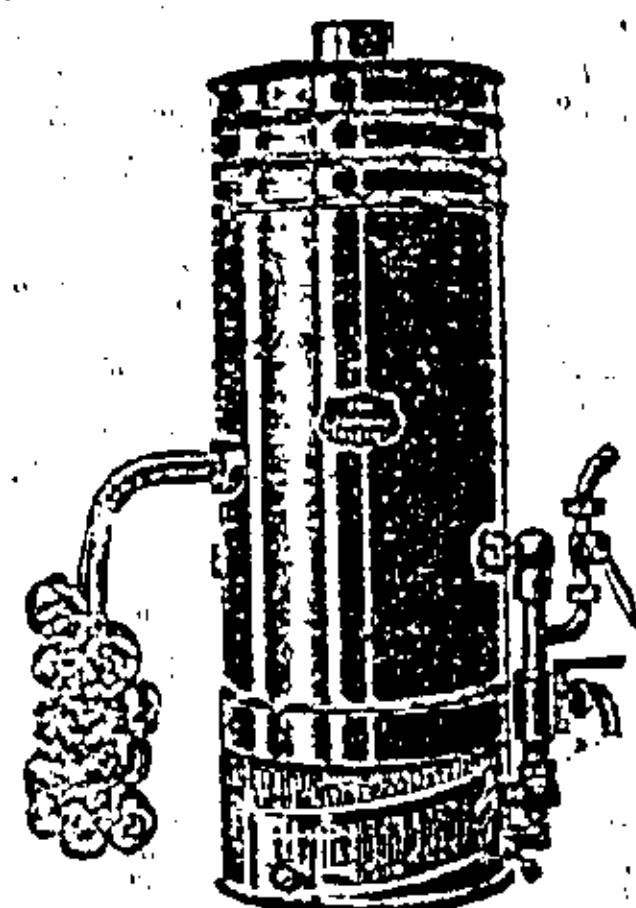
CLEANER AND CHEAPER.

SEE DISPLAYS at Hongkong and China Gas Co.'s Show Rooms, West Point, and at Lane, Crawford's Main Store (2nd floor) and Special Window Display in Peddar Street.

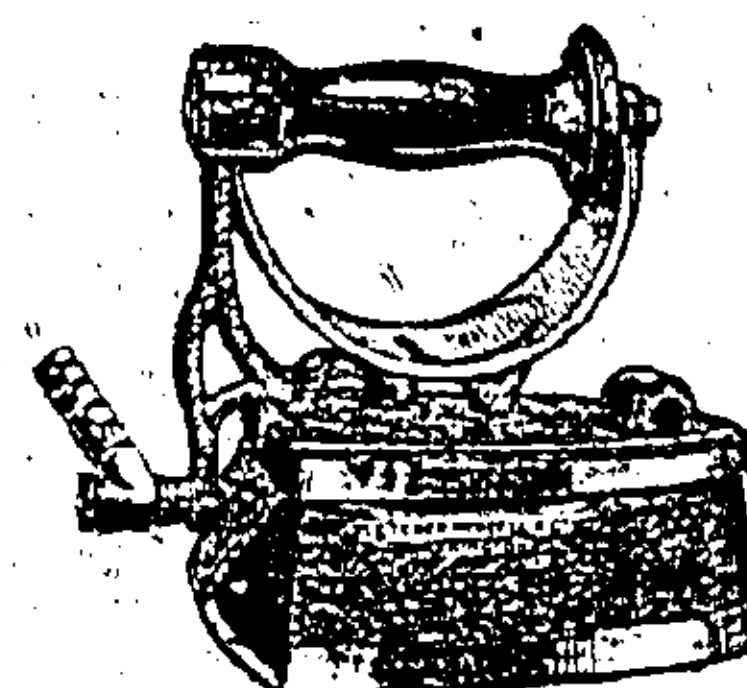
DO THESE INTEREST YOU?



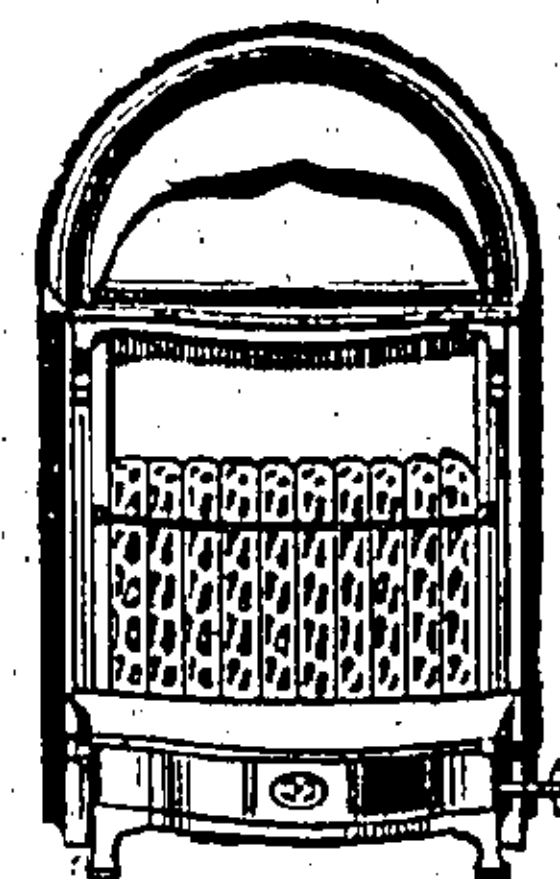
Gas in the Kitchen is cleaner and more economical. With Heat regulated to a nicety, there are No Frizzled Joints.



Some Heaters supply Hot Water—sometimes. This Heater supplies Hot Water always. Don't lay in bed dreading the morning "shiver." Get one of these.

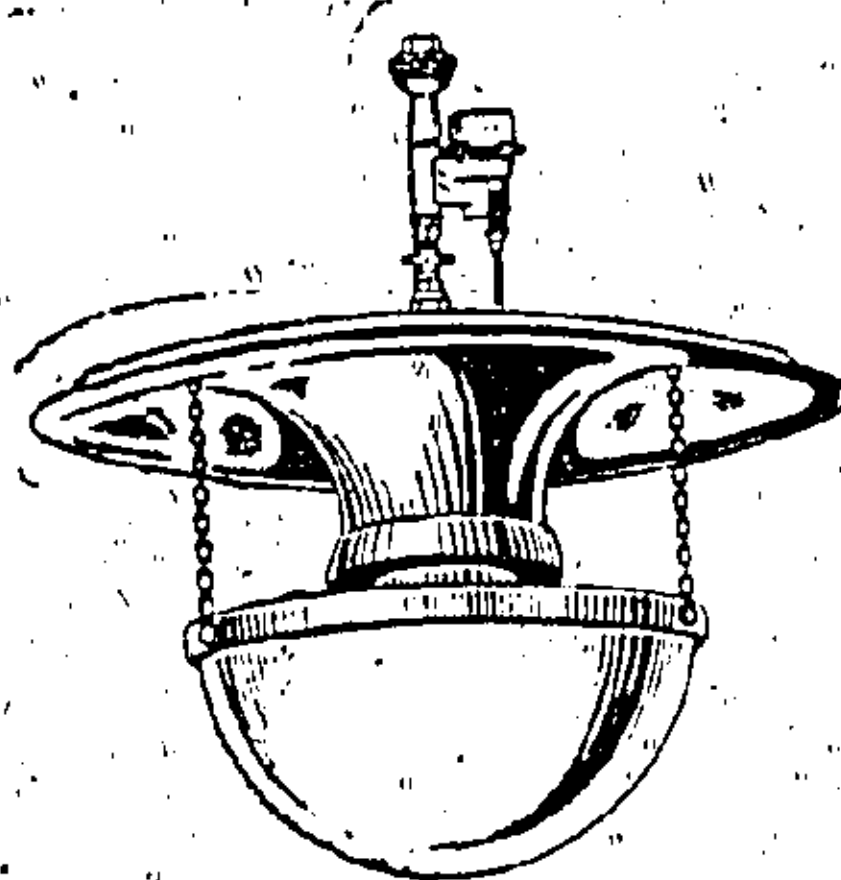


This Household Utility has many advantages over Electric or Box Irons. It is simple to use, more economical, while your Clothes will be free from annoying smudges. There could be no higher praise than to mention the fact that the Steam Laundry Co. has installed these Irons.

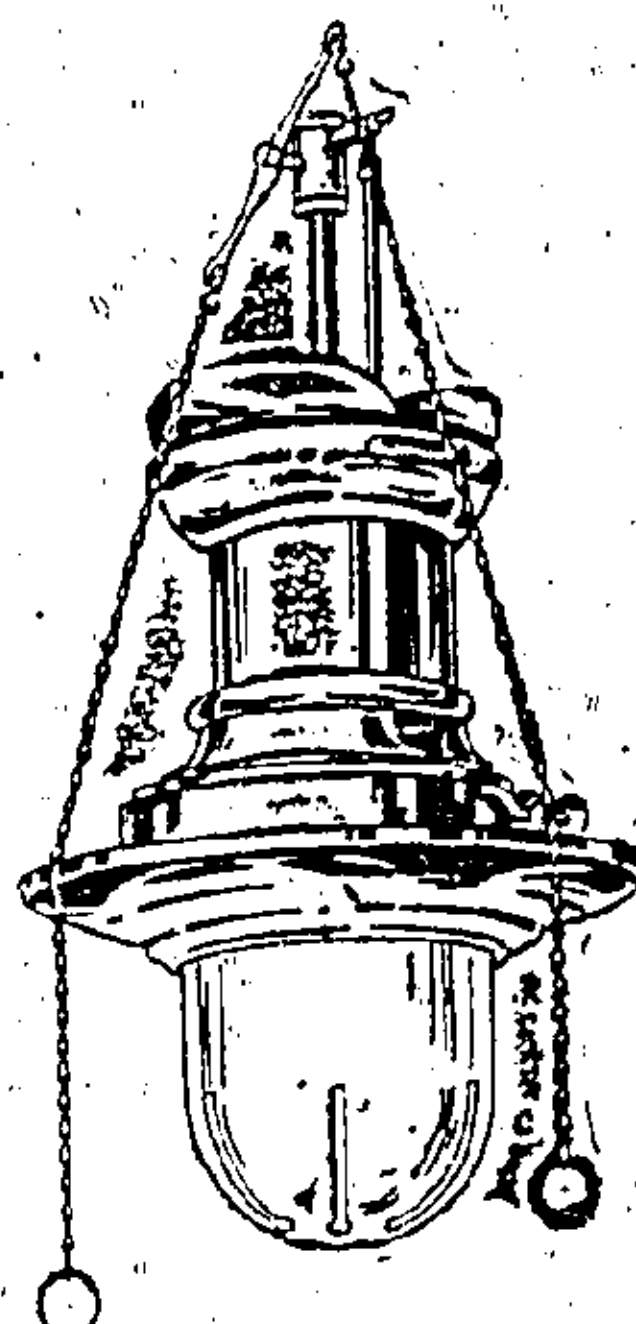


A Gas Fire is clean, always ready for use, easily regulated and shut off when required. The Latest Patterns in all sorts of Coloured Enamel can be seen operating at Our Show Rooms, West Point, or at Lane, Crawford's.

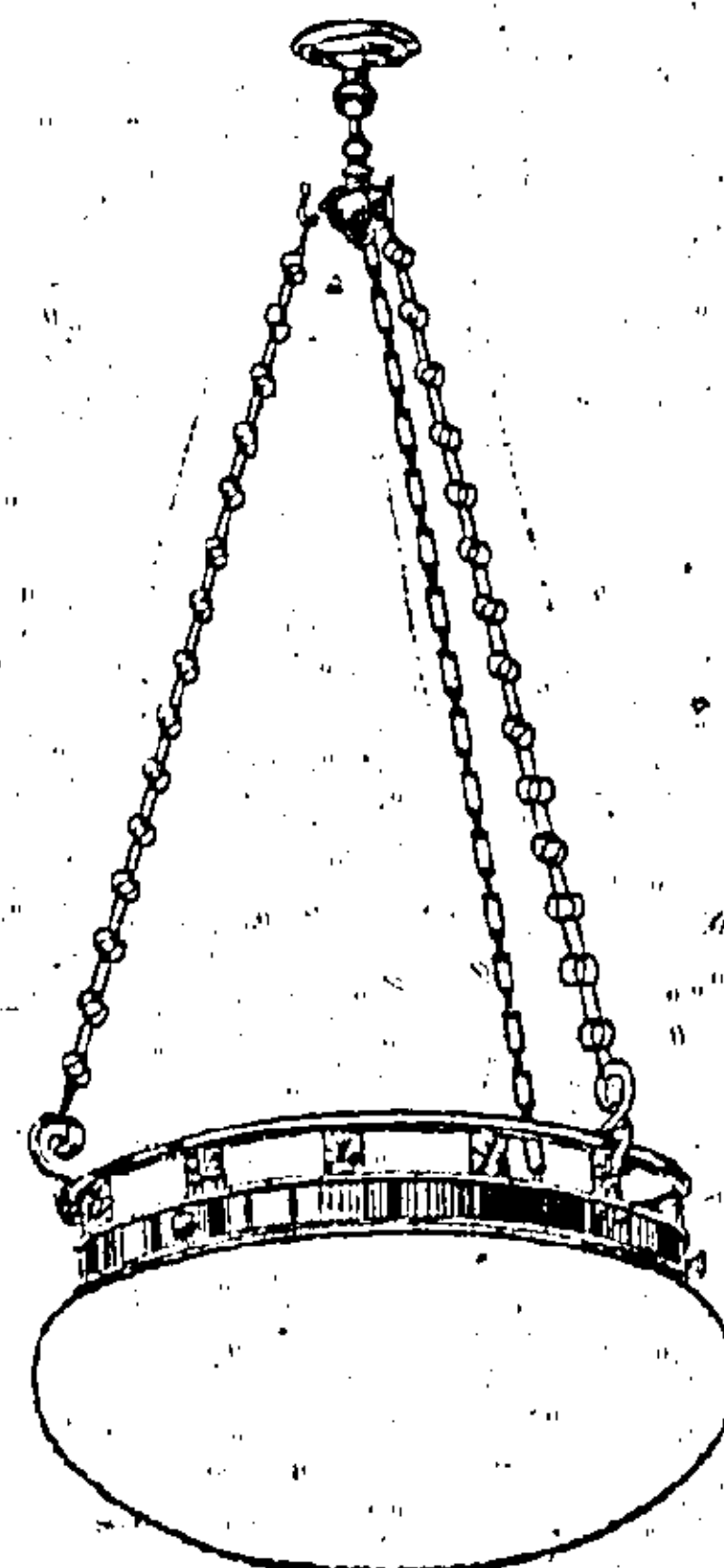
Place your Orders now and don't be disappointed Next Cold Season.



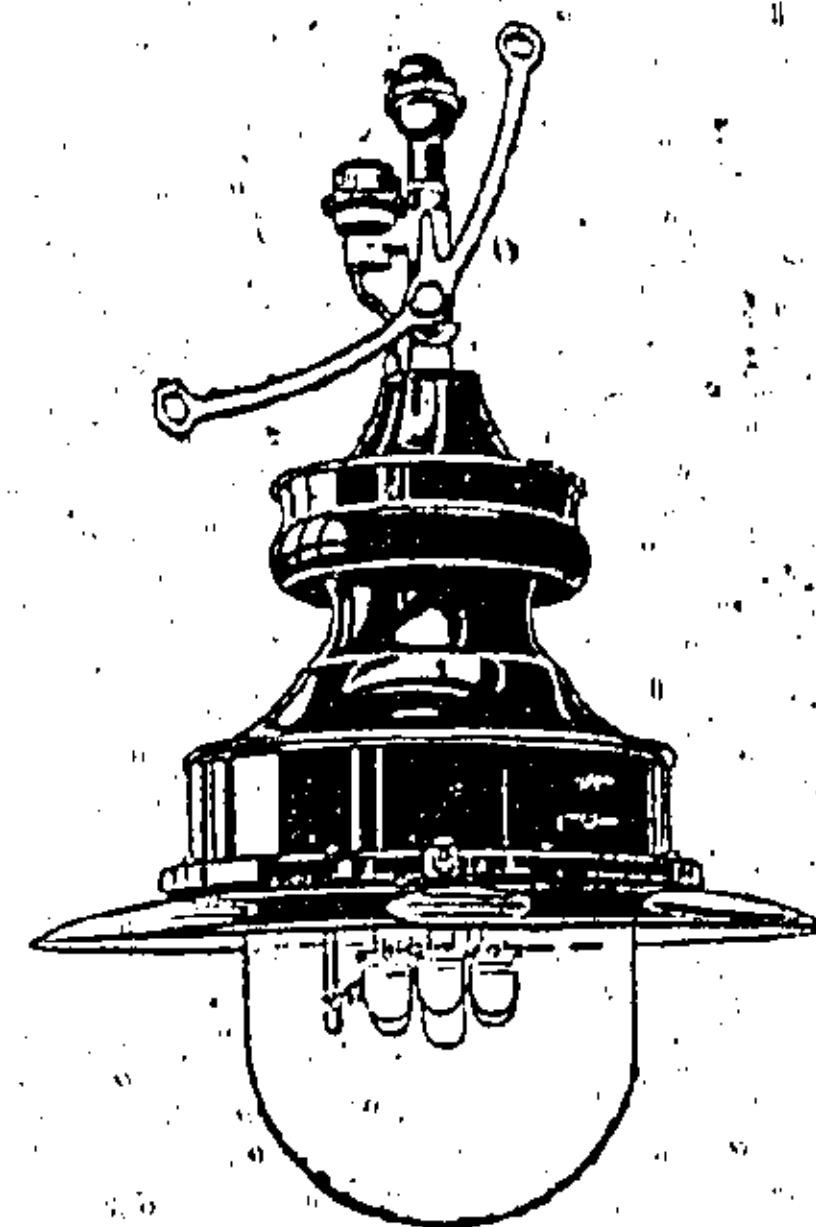
An Elegant Interior Shop Lamp. Good Light is the finishing touch to a Good Display. If you want to feel dissatisfied with your present lighting system, instal one of these.



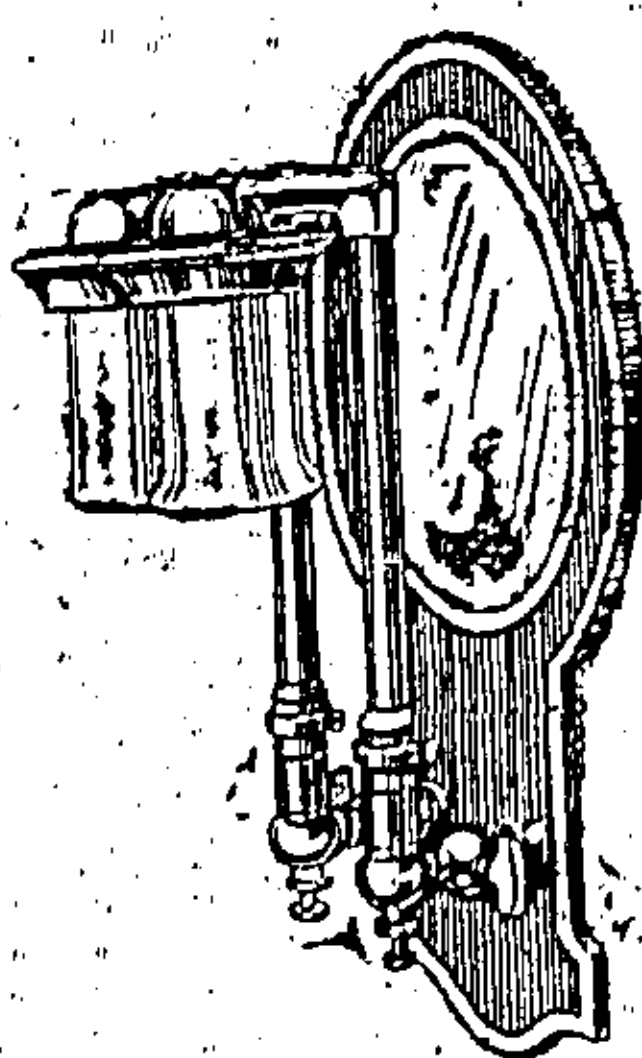
Indoor Shop Light, fitted with Silica Globes. You cannot play football with a Silica Globe, but it is not affected by heat.



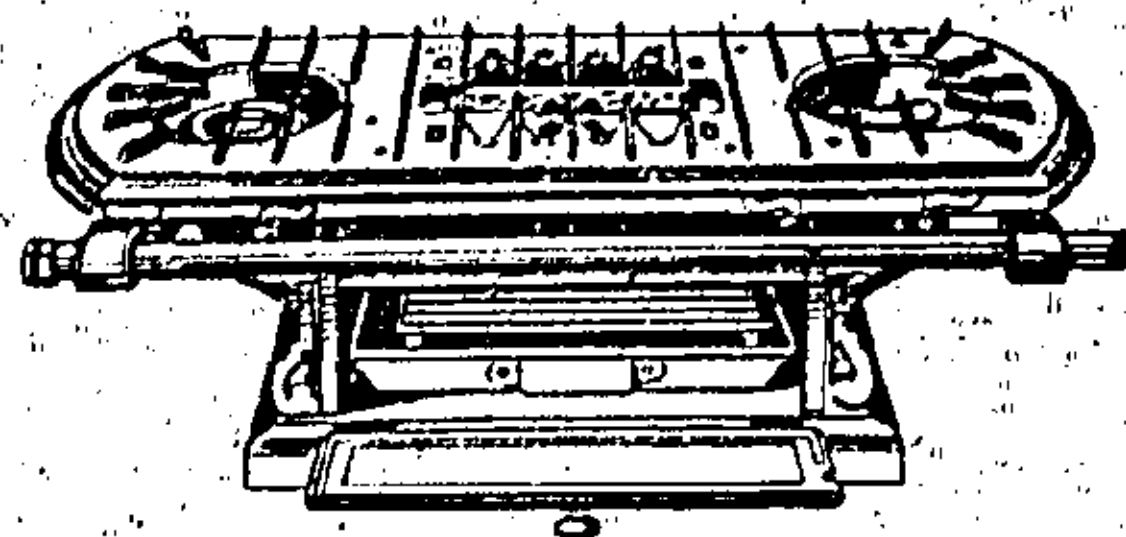
Hanging Lamp for the well appointed home. More powerful than Electric Light, but a Softer Glow.



Outdoor Lamp which is unsurpassed. One of these may be seen, with Automatic Control from Watchman's room, under Lane, Crawford's verandah.



Tulip Wall Bracket. A beautiful Light which lends distinction to the home. You will not be left in the dark if you instal these.



GRILLER.—2 Boiling Rings and 1 Grill does everything that the large Range can do, except roasting. Is Light, Portable, Easily Cleaned and Economical.



Hot Plate with 3 Rings. Cooking is simplified and your Dinner is a sure success if cooked on this. It is neat and compact, takes only a very little space and gives a Steady and Regular Heat.



A Splendid Interior Light with a Marvellously Low Gas Consumption. Globes in various Shades.

With all Lighting Appliances you may have Automatic Control: works like an Electric Switch. The Super-heater attachment gives Better Light at a Lower Cost. Our Maintenance and Hiring Service saves money and worry.

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## INTIMATIONS

## SALE OF R.I.M.S. "HARDINGE" AND "NORTHBROOK"

SEALED TENDERS will be received in India by the Director of the Royal Indian Marine, Bombay, in England, by the Secretary of State for India, London, and in the Far East by the Commissioner, H.M. Dockyard, Hongkong, up to 20th APRIL, 1924, for the purchase of the Royal Indian Marine Troop-ships "HARDINGE" and "NORTHBROOK," with all Stores and Fittings that are on board on that date, lying at their moorings in Bombay Harbour.

## PARTICULARS OF R.I.M.S. "HARDINGE"

About 3,407 tons gross and 3,000 tons registered. Built under supervision of Naval Architect and Engineer to Secretary of State for India by Messrs. Fairbairn, Glasgow, in 1900. Twin Screw Triple Expansion Engine by Messrs. Fairbairn Engineering Co. H.P. Cylinder 20-inch diameter; M.P. Cylinder 40-inch diameter; L.P. Cylinder 72-inch diameter; Stroke 18-inch; Trial I.H.P. 2,300; Trial S.P. 13 knots; 4 Double-ended and One Single-ended Cylindrical Boilers. Designed to Water Pressure Test 150 lbs. Bunker Capacity about 1,200 tons; Water Ballast about 617 tons; Fresh Water about 175 tons; 24 Officers' Cabins; 25 1st class Berths; 9 2nd class Berths; Troop Accommodation 1,100 British or 1,500 Indian; Capacity of Hold about 17,500 cubic feet; Height between Decks 8 feet; Dimensions about 425 feet by 51 feet by 28 feet 11 inches. Vessel was extensively refitted in 1920-1921 and fitted with New Boilers in England in 1923.

## PARTICULARS OF R.I.M.S. "NORTHBROOK"

About 3,047 tons gross and 2,971 tons registered. Built at Clydebank, Scotland, in 1906, by Messrs. John Brown & Co., Ltd., and under supervision of Naval Architect and Engineer to Secretary of State for India. Twin Screw Triple Expansion Engines by Messrs. John Brown & Co., Ltd. Trial I.H.P. 7,000; Trial S.P. 16 knots; 2 Double-ended and 2 Single-ended Cylindrical Return Tube Boilers; Designed Water Pressure Test 150 lbs. Bunker Capacity about 950 tons; Water Ballast about 615 tons; Fresh Water about 170 tons; 25 Officers' Cabins; 25 1st class Berths; 25 2nd class Berths; 45 3rd class Berths; Troop Accommodation 658 British or 740 Indian; Capacity of Hold (two) about 27,500 cubic feet; Height between Decks 8 feet; Dimensions about 374 feet by 52 feet 6 inches by 29 feet. Vessel was extensively refitted in 1920 and Boilers refitted in 1921.

The above Vessels were put out of Commission in April, 1921, and at that time were in good Repair and Running Order, having been kept in high state of efficiency to that date. They are suitable for conversion to Passenger and Emigrant Trailing.

Each Tender must be accompanied by a Remittance of 10% of the amount of the Tender which will be returned to unsuccessful Tenderers. If the 10% is not with Tender it will not be considered.

The Purchasers or their Representatives must remove the Vessels from the Government's moorings at their own expense and risk within 2 Calendar Months from Date of Acceptance of Tender. Pending such removal, vessels will remain at moorings at risk of Purchasers.

The Balance of the Purchase Money must be paid by the Successful Tenderers within One Calendar Month from Date of Acceptance of Tender and before Vessels are removed from moorings. If Balance is not paid and Vessels are not removed by Purchasers or their Representatives within the time specified, the Deposit of 10% accompanying Tender will be liable to forfeiture for the benefit of the Crown and Vessels will be Resold.

The Director of the Royal Indian Marine does not bind himself to accept the highest or any Tender.

Applications to view the Vessels may be made to the Commander of the Yard, Royal Indian Marine Dockyard, Bombay, and further particulars may be obtained from the Director of the Royal Indian Marine.

EDWARD HEADLAM,  
Captain, R.I.M.,  
Director of R.I.M. Dockyard, Bombay,  
March, 1924.

## WANTED.

A European, willing to take the Post of NURSE to one Child. Must be capable and reliable. Some experience.  
Apply Box No. 633,  
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SECOND HAND PERAMBULATOR in Good Condition.  
Apply Box No. 634,  
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FROM 1st June, NEW HOUSE at DEER WYND, with 4 Bedrooms, Dressing and Dining Room and Library. Hot and Cold Water laid on. Flush Sanitary System; Servants' Quarters and Garage, 1½ acres of Ground.  
Apply to—  
GEO. P. LAMBERT,  
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FURNISHED FLAT in MAY ROAD from MAY 1st.  
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A NEW Modern 3-Storey European HOUSE with a large Garden, No. 22, KERSFORD ROAD, opposite to Ship Street. Each Flat contains Four Big Rooms besides Bath-room, Kitchen and Servants' Quarters. Reasonable Rent. Inspection convenient at any time.  
Apply to—  
MR. DONG TOY,  
22A, Kennedy Road.

## TO LET.

FURNISHED HOUSE, in Good Position at PRAK. Hot and Cold Baths. From Middle April to September.  
Apply Box No. 489,  
c/o Hongkong Daily Press.

## "HEUNGSHAN" ENQUIRY FINDING.

## CAPTAIN "SEVERELY CENSURED"

The finding of the Marine Court of Inquiry into the stranding of the Hongkong, Canton and Macao Steamboat Co.'s river steamer *Heungshan* was announced at the Marine Court, yesterday, as follows:—

"We find that the British river s.s. *Heungshan*, Official No. 65,855 of Hongkong, of which Reginald D. Thomas (Certificate of Competency No. 1,010 Hongkong) was Master, left Hongkong at 10 p.m. on February 28th, 1924, with cargo, mails, 600 passengers and a crew of 80, bound for Canton. At 4.51 a.m. on February 29th, 1924, the ship struck Junk Rock and was subsequently beached on the North Bank of the River where she now lies a total loss.

"The ship proceeded by the usual routes, experiencing intermittent fog and passed through the Collision Reach Barrier at 4.32 a.m. on February 29th. The weather was then foggy with a visibility of about quarter of a mile. The banks of the river could not be clearly seen and when off Tai Shek Tau we find that the position of the ship was not known to any degree of accuracy. The lead was not used. This, we consider, was wrong, as soundings would have materially helped to define the ship's position. The ship continued at slow speed, and, where known to be off the village of Sun Chu, at a distance of less than quarter of a mile from the Junk Rock, the position of the ship still not being accurately known and the light on Junk Rock Buoy not having been seen, we consider the Master should have acted immediately, stopped the ship and ascertained his position with regard to this known danger. His failure to do this, in our opinion, the cause of the accident, and in this we find the master guilty of a wrongful act. A member of the crew, an unlicensed person, was acting as Pilot and the Court are of the opinion that he cannot in any way be held to blame for the accident.

"Taking into consideration the Master's long and good record, that after the ship struck everything was done by him in a seamanlike manner, and the transfer of the passengers and crew effected without accident or panic, the Court adjudge the Master, R. D. Thomas, to be severely censured.

The Court was composed of Lieut.-Comdr. Conway Hake (President), Lieut.-Comdr. F. H. Dawson (H.M.S. *Moorhen*), Mr. W. Davison (Marine Superintendent of the C.P.S.), Capt. P. Goings (s.s. *Charles Hardwin*) and Capt. J. H. Woolcott (s.s. *Paul Bean*).

## NEW INFORMATION.

Before the President had read the finding, Mr. Hall Brutton, representing the China Coast Officers' Guild, addressed the Court in regard to tendering certain further evidence which it had not been possible to obtain before relating to the question of the light on Junk Rock. It now appeared that the steamer ahead of the *Heungshan* was not the *Foo Shing*, as was supposed, but another steamer whose Captain could be called to give evidence.

The President said that the Court had considered the matter and had decided that it had no bearing on their decision in the finding.

It is understood that the Captain of the *Hang Cheong* was prepared to swear that on the night of the *Heungshan*'s stranding the light on Junk Rock was not visible when he passed ahead of the *Heungshan*.

## A SNATCHED NOTE. CHINESE AND INDIAN AT VARIANCE.

In the Summary Court before Mr. Justice Gompertz yesterday a Chinese motor-car driver, employed by the Hongkong Hotel Garage, was sued by an Indian money-lender for the return of \$46.30.

Mr. M. E. Lo appeared for defendant. Plaintiff's story was that he lent defendant \$50 and received a promissory note for \$40. The pair went on a verandah of the Hongkong Hotel, and after an altercation the Chinese is alleged to have snatched a number of papers from the Indian's pocket. The promissory note was among the papers. The story of the Chinese was that he snatched the promissory note as he had repaid the money and the Indian had refused to return the note. There were police court proceedings against the Chinese (defendant) dismissed. After hearing at length both sides of the case, the Puisne Judge found for defendant, with costs.

## THE "GOD" IN THE CAR. A LOCAL MENACE.

Yesterday, just, before mid-day, an elderly lady was proceeding along that portion of Ice House Street which has come to be known as "Brokers' Alley." As usual, both sides of the roadway were occupied with rickshas and debris—two empty barrels, old chairs and tables destined for the sale room, and, as usual, there was not much room along the centre of the street for the ordinary pedestrian. The old lady did her best to dodge the chairs and rickshas that trundle up the street, but, just as she was reaching Queen's Road and comparative safety, a private ricksha dashed up, attempted to force its way between other conveyances and the lady, and ended up by hitting her rather severely on the leg and side. She staggered but did not fall. The owner of the ricksha raised his hat, and carried on with his journey.

The correspondent, who sends us this, writes: "A small incident, maybe, and, also, perhaps, without any serious consequences, but it prompts the query as to whether some restriction should not be placed upon these private rickshas. As a rule they are attended by three satellites, one between the shafts and one on each side of the car at the rear. They proceed at a fast pace, all the while uttering idiotic yells to warn pedestrians and other ricksha drivers that they are coming. The ordinary ricksha is intimidated every time. If the driver does not get out of the way he knows that he has, generally, three men to deal with. Sir William Rees Davies, the retiring Chief Justice, at the dinner given in his honour the other night by the British and foreign community, dwelt lovingly on the time when he used to ride around Hongkong on a China pony, and remarked, with seeming regret, that times had changed. They have, and not for the better. Assuredly we do not want China ponies along the highway again, but however much we may have progressed in the Colony it does seem that the time has come when the police authorities should deal with the lordly gentlemen who rush about the busy streets of the Colony in rickshas attended by three coolies who pull and push and shout and yell, and the harder they shout and yell the more the lordly occupant of the ricksha seems to enjoy the business. He must, to say the least, possess a queer mentality, and it is really a wonder that his abnormality does not carry him further. Why not four coolies, or five, or a dozen?"

"The thing is absurd, and some police rule or other should be framed limiting the number of coolies to each ricksha to one. However heavy or affluent the owner of a private ricksha may be, one coolie can pull him, and the possession of three, or even two, is ostentation of the worst kind."

## LAST OF THE SEASON'S TOURIST SHIPS.

## "EMPRESS OF CANADA" ARRIVES.

This year's tourist season, so far as Hongkong is concerned, closed with the arrival on Monday afternoon of the s.s. *Empress of Canada*. Over 350 world-trippers were aboard. A feature of the *Empress* trips is that the Canadian Pacific is the only line engaged in the world tourist business which utilizes its own vessels, so all such questions as chartering, indirect control and indirect responsibility do not arise.

The main point of interest in connection with the *Canada*'s arrival here is that she is commanded by Captain S. Robinson, O.B.E., whose valuable services at the time of the Japanese earthquake, when he was in charge of the *Empress of Australia*, have received universal recognition.

Among the passengers aboard are a number who are prominent in their respective spheres of activity. There are Sir A. Nanton, a director of the Canadian Pacific Line; his brother, General H. C. Nanton, C.B., C.I.E., R.E.; Mr. Charles Murphy, general manager of a division of the Canadian Pacific Railway, etc.

The *Empress of Canada* has come out via Suez. She sailed from Vancouver on January 4th, proceeded through the Panama Canal to New York, calling at Cuba, and thence she crossed the Atlantic to Madeira and Gibraltar, and her passengers have been able to visit Algeria, Monaco, Italy, Egypt, India, Burma, Straits Settlements, Java and the Philippines. Except for a rough sea at Gibraltar the voyage has been over a smooth course, with no mishaps or fatalities of any nature.

The *Empress of Canada* is scheduled to leave Hongkong on the 18th inst. for Shanghai and Japan and thence back to Vancouver.

## HONGKONG S.P.C.A.

## THE DOGS' HOME PROJECT.

Mr. R. L. Frost, honorary secretary of the Hongkong Society for the Prevention of Cruelty to Animals, in forwarding the Inspectors' Reports for March and April and a summary of prosecutions by the Police which include four cases of causing needless cruelty to chickens in Hongkong and Kowloon and one case of cruelty to pigs at Yau-mat Railway Station, writes:—

"My committee are now negotiating with the Government as to the site for, and the erection of a Dogs' Home, and trust that in the near future they will be able to report that the Home has been started."

We now operate a Lethal Chamber for the destruction of cats and dogs, so that such animals as have to be destroyed may be destroyed with the minimum of pain and suffering. It only takes a few seconds before the animal is dead. Any one having animals which they wish destroyed may either send them direct to Mr. Lubatti, at the Government Analysts' Office, High Street, the second turning past No. 8 Police Station, Bonham Road, or communicate with Inspector Fisher, Telephone C.3553, who will arrange for a coolie to fetch the animal. The charge for destroying a cat is \$1, a small dog \$1 and a large dog \$2. If fetched by coolie \$1 extra in Hongkong and \$2 in Kowloon.

A comprehensive set of laws relating to cruelty to animals has been drawn up by Messrs. Pollock and Dyer Ball and my committee trust that they may soon become law, as the present laws are very vague and incomplete.

Particular attention is being paid to the conditions of birds and animals which are confined for sale in the birdshops, and we have already got conditions considerably improved.

A gift of \$10,000 has been made by Lady Clara Ho Tung as an endowment fund for running the Dogs' Home, which, with the approval of the Government, it is the committee's intention to take over and run as soon as built. Another gift of £30 has been made, through Mr. Pollock, towards the work of the Society by a lady in England.

The subscription to the Society is \$2 per annum, children \$1 and payment of a sum of \$30 entitles one to become a life member.

My committee are anxious to appoint a third inspector as they feel that the good work done by our two inspectors in the prevention of cruelty to animals, more by educational methods than prosecutions, would be further increased had we another man who could attend to some of the outlying districts which at present can receive but little attention.

Contributions to the Society will be gladly received by the Hon. Treasurer, Mr. O. Skinner, c/o The Hongkong and Shanghai Bank.

## SPORT.

## CRICKET.

## LEAGUE CHAMPIONS v. THE REST.

The following team will represent the H.K.C.C. on Easter Monday in the final match of the season—League Champions v. The Rest. Play starts at 10.30 a.m. and stumps will be drawn at 6.30 p.m.:—E. J. E. Mitchell (capt.), A. V. T. Dean, E. C. Lammert, L. D. McNicol, G. R. More, H. Owen Hughes, G. H. Piercy, Rev. T. B. Powell, D. R. Wahl and F. N. Young.

## BILLIARDS.

## HO KAM TONG CUPS.

Entries for the above competition for cups valued at \$300 will definitely close on the 20th inst. and play will commence on the 25th inst. Intending Competitors are requested to kindly communicate with the Proprietor Palace Hotel. Games will be 250 up. Play will commence each night at 8 p.m. The entrance fees will go to local charities.

## LADY MACLEAY'S MOTHER DEAD.

## YOUNGEST OF SEVENTEEN.

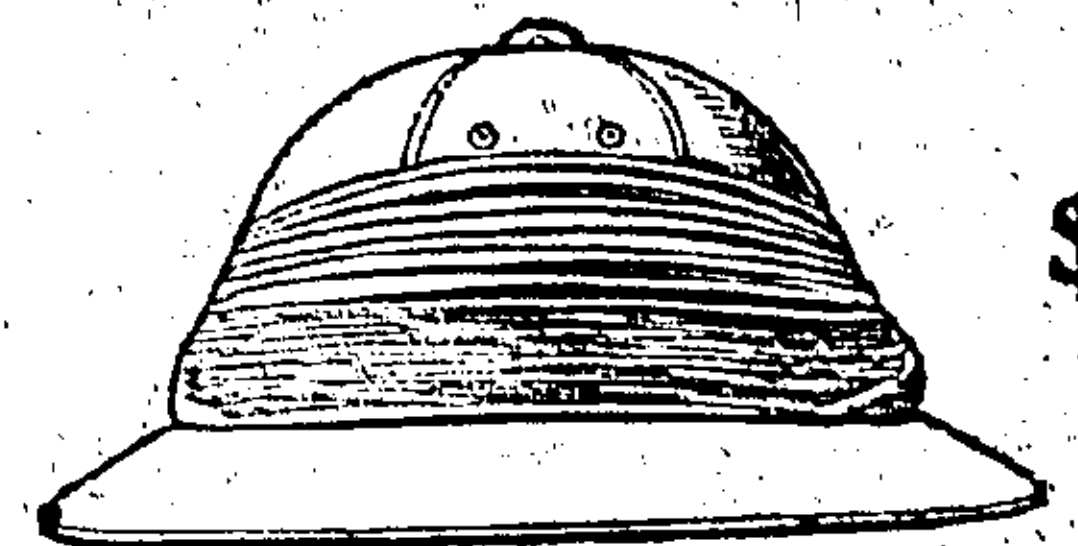
The death occurred at Florence, on April 4th, after a long illness of Lady Peel, mother of Lady Macleay, wife of H.M.'s Minister at Peking.

The deceased lady was the widow of the late Rt. Hon. Sir Robert Peel, Bart., C.C.B., and the daughter of the ninth Marquess of Tweeddale and of his wife Lady Susan Montagu, daughter of the Duke of Manchester.

Lady Emily Peel was the youngest of a family of 17 children, and among her sisters were the Marchioness of Dalhousie, wife of the Viceroy of India, and the Duchess of Wellington, who married the only son of the Iron Duke. Among her brothers the youngest, Admiral of the Fleet Lord John Hay, commanded the British naval forces in the China seas in the sixties.

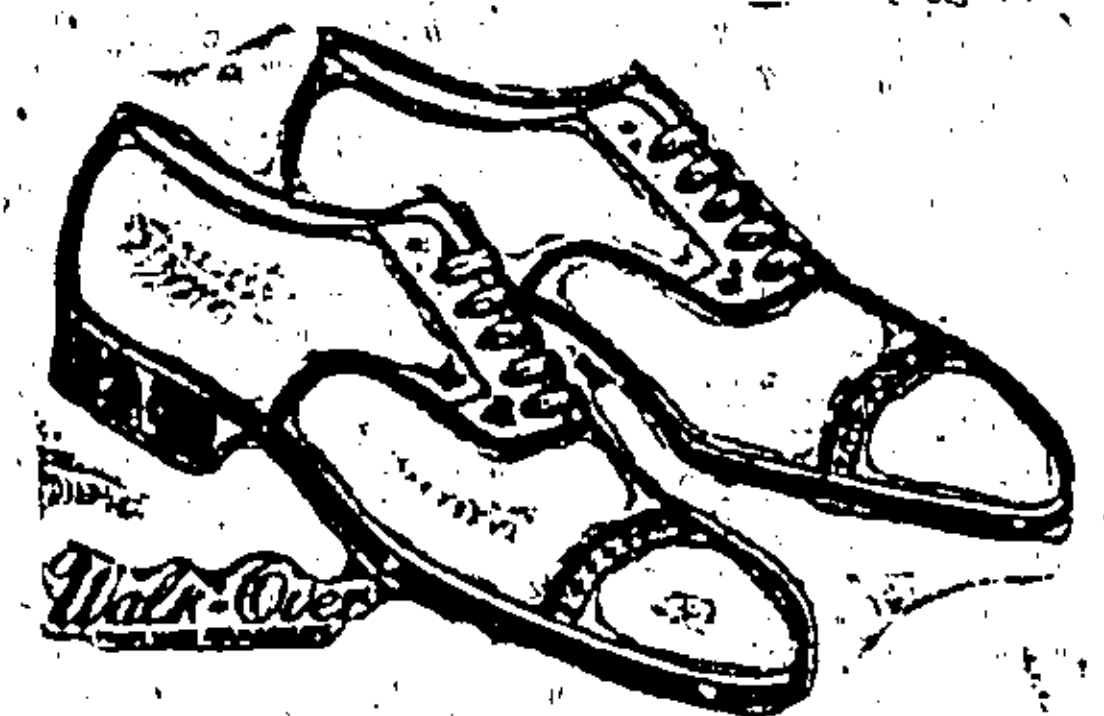
## LANE, CRAWFORD, LTD.

ESTABLISHED 1850.



\$12.50

THE BODY OF THIS SUN HAT IS MADE OF A RUBBER AND CORK PATENT, COVERED WITH A FINE QUALITY WHITE DRILL, AND PUGABREE, FITTED WITH THE "AURA" VENTILATOR WHICH PROVIDES A FREE CIRCULATION OF AIR. GUARANTEED TO BE PROOF AGAINST SUN AND RAIN.



\$20

THE LATEST STYLES IN WHITE CANVAS SHOES WITH LEATHER OR COMPOSITE SOLES.

## LANE, CRAWFORD, LIMITED.

## PURE FRUIT ESSENCE

MAKES REFRESHING SUMMER DRINKS

35 cents will make 35 ozs. Syrup

BANANA

PINEAPPLE

RASPBERRIES

POMEGRANATE

MANDARINE

LEMON

CHERRY

STRAWBERRY

APRICOTS

ORANGEADE

## THE CHINA DISPENSARY

82, QUEEN'S ROAD CENTRAL, HONGKONG.

## LATEST DANCE RECORDS

- |      |                                         |          |
|------|-----------------------------------------|----------|
| 2349 | LAST NIGHT ON THE BACK PORCH            | For-Trot |
|      | THE DOM PAH TROT                        | One-Step |
| 52   | TWELVE O'CLOCK AT NIGHT                 | For-Trot |
|      | THE ONE I LOVE BELONGS TO SOMEBODY ELSE |          |
| 65   | SUNSHINE OF MINE                        |          |
|      | YOU DIDN'T WANT ME                      |          |
| 66   | MICKY DONOHUE                           | WALTZ    |
|      | TRIPPING ALONG                          |          |

## ANDERSON'S.

**Powell Ltd.**  
12, Des Vaux Rd.

JUST ARRIVED  
FOR  
EASTER.

DAINTY FROCKS

SHUNSHADES

BATHING COSTUMES

and  
CAPS

SILK HOSIERY







## CABLES.

EARLIER CABLES.  
[THROUGH REUTER'S AGENCY.]SOVIET ENVOYS IN LONDON.  
MR. RAMSAY MACDONALD ON RECOGNITION.

LONDON, April 14th.

Mr. Ramsay MacDonald, in the course of a speech, welcomed the delegates. He said that the conference was the completion of the act of granting *de jure* recognition to Russia. It is no way altered the fact that recognition had been granted unconditionally. He pointed out that liquidation of the past and the peaceful relations of the future must be considered. He also referred to propaganda. The speech was then translated into Russian.

M. Rakovsky, replying in French, said he felt most gratified at the delegation's welcome. He expressed the opinion that close Anglo-Russian financial and commercial co-operation were necessary to both countries. Debts and credits must be discussed in detail. He laid special stress on the future peace of Europe and the necessity for disarmament, and he sympathetically referred to the League of Nations.

## MORE THAN FORMAL UNDERTAKINGS.

Mr. Ramsay MacDonald had stress upon the fact that the first essential to friendly and profitable relations was that Russia should desist from countenancing directly and indirectly anything smacking of an attempt at propaganda among Britons either at home or abroad. The people of this country would require more on this head than formal undertakings. He did not think that if the conference failed to reach an understanding the Russians would be able to repeat the attempt, and he did not see where else they could turn with better prospects.

## THE TRADE QUESTION.

Referring to the trade question, Mr. Ramsay MacDonald said that the people would risk nothing unless they knew that contractual agreements would be honoured to the last letter. Where injury had been done, they must do the utmost possible to redress it, so that they could begin with a clean slate. Credit here was not in banks' own governments, but in the deposits of private individuals, and unless they satisfied the mass of their people that they were fair and honest no agreement could be honoured. British people and British interests must be fairly dealt with. He declared that the could not give way upon anything which would be regarded by his countrymen as paying an improper price for agreement, nor expect it of the Russians, but within those limits he felt sure they could come to terms.

## M. RAKOVSKY'S SPEECH.

[REUTERS' AMERICAN SERVICE.]

LONDON, April 14th.

M. Rakovsky said they considered that there was no insurmountable obstacle in the way of a complete understanding. He believed that if account were taken of their mutual interests nothing good in the way of a solution of the question of pre-war debts and credits would be lost. The British Government might also count on their full and sincere goodwill regarding political questions. The Soviet Government had no intention of reverting to the Tsarist policy of conquest and the partition of Oriental States into spheres of influence. If the two Governments adopted as their starting-point the principle of respecting the independence and sovereignty of Oriental States, they would be free of difficulty in settling all questions pertaining to their interests in the East.

Laying stress on the acute international situation, M. Rakovsky declared that disarmament must be carried to the furthest possible limits.

## EQUAL FOOTING FOR ALL.

M. Rakovsky said that although the Russian army during the past three years had been reduced from 6,000,000 to 500,000, Russia was ready, provided other States would do likewise, to take further decisive steps towards disarmament, and was ready also to contribute in every way to a universal decrease in naval armaments subject to certain guarantees. As regards the League of Nations, the Soviet Government were prepared to associate themselves with a plan of international organization which excluded measures of coercion and reprisal, and into which all the Governments entered of their own free will and on a footing of perfect equality.

M. Rakovsky said that the war had awakened the national consciousness of the peoples of the East, and any attempt to obstruct that legitimate consciousness would not only be a crime against their own interests but folly, seeing that in the long run such a policy must inevitably fail.

## REVISION OF FRONTIERS?

He added that the first condition of a stable peace was the revision of the Treaty of Versailles and the treaties connected therewith. The reorganization of Europe could only be stable if it was based on the will of its peoples and took account of the peoples' aspirations towards national independence. The Soviet Government was therefore prepared to support and pursue a policy of revising frontiers on ethnographic principles, applying a plebiscite where necessary, as in the case of Bessarabia. The Soviet Government fully shared the British view that mutual non-interference in internal affairs was one of the indispensable conditions for the creation of a mutual confidence.

The conference finally appointed an officiating committee to supervise its labours.

## LATEST CABLES.

## VARYING NEWSPAPER OPINIONS.

LONDON, April 14th.

The newspapers generally congratulate Mr. MacDonald on his firm yet tactful speech at the opening of the Anglo-Russian Conference.

Conservative organs are sceptical regarding the success of the Conference and are inclined to question Russian motives.

The Liberal organs cordially welcome the Conference and approve of Mr. MacDonald's policy.

The *Times* says Mr. MacDonald made the best of an extremely unpleasant situation. He encouraged no illusions. Rakovsky's declaration was tactless and ignored the practical demands of the present.

The *Daily Telegraph* thinks the Russians are merely out for material advantages, and for that reason negotiations are not likely to lead to anything.

The *Daily Express* says Mr. MacDonald's speech is worthy of the chief spokesman of the Empire.

The *Daily News* urges that the Conference be given a fair chance by the abandonment of irritating pinpricks, as instanced by the bankers' memorandum and a section of the Press.

The *Manchester Guardian* hopes and believes that the meeting is the beginning of a genuine re-settlement in Europe.

## GERMANY'S "IF."

## CONDITION OF ACCEPTING DAWES SCHEME.

LONDON, April 14th.

It is understood that the German Cabinet is prepared to accept the Dawes scheme if the Allies will also accept it as a basis for negotiation along with certain points at issue outside the scope of the experts' report.

## PORT OF ANTWERP.

## SAND MAKES RIVER SCHEDT IMPASSABLE.

LONDON, April 14th.

The port of Antwerp is suffering severely in consequence of the sand spiking the Scheldt impassable. There have recently been numerous shipping casualties. An order has been issued forbidding ships exceeding a twenty-five feet draught to come up the river. Many ships have been consequently diverted to Rotterdam. Others departed from Antwerp only partially loaded. Cargoes are piling up on the quays and at the warehouses. Dredging operations on an enlarged scale are being urged.

## WIRELESS COMMITTEE.

## MESSAGES TO DOMINIONS STATIONS.

LONDON, April 14th.

The *Daily Telegraph* learns that the Cabinet Committee on wireless is presenting its report to the Cabinet to-day. The Committee yesterday heard Marconi representatives, and have every reason to believe that satisfactory arrangements will be made regarding the exchange of messages with the Company's stations in the Dominions. The paper says that no doubt need be entertained that the Cabinet will adopt the main recommendations of the Marconi committee, perhaps with minor modifications.

## SWARAJIST OBSTRUCTION.

## GOVERNOR OF BENGAL TAKES ACTION.

DARJEELING, April 14th.

Lord Lytton, Governor of Bengal, has decided to certify a number of budget demands, rejected as a result of the Swarajist policy of throwing out portions of the Bengal budget. The refusal to grant ministers' salaries will, however, be re-submitted to the Provincial Council. A number of members of the Education and Medical departments are likely to be discharged as a result of the non-sanctioning of their pay, which Lord Lytton says he is not empowered to restore.

## BELGIUM APPROVES EXPERTS.

BRUSSELS, April 14th.

The Cabinet consider that the report of the Reparations Experts' Committee constitutes a useful basis for an equitable practical settlement.

## HOME FOOTBALL.

LONDON, April 14th.

The first league match Cardiff City v. Huddersfield resulted in a goalless draw.

## EARLIER CABLES.

## KIEFF TRIAL.

## PREMIER'S REPLY TO QUESTION IN COMMONS.

LONDON, April 14th.

In the House of Commons, replying to Mr. Sandeman with regard to Premier Poincare's request to Great Britain to make representations to the Soviet with regard to the *intelligentsia* now being tried at Kieff, Mr. Ramsay MacDonald said that the Government did not feel that they could usefully make any official representations to the Soviet in the matter. The Soviet were well aware of the British Government's views.

## SOUTHAMPTON STRIKERS.

## HOLD MASS MEETING AND SING HYMNS.

LONDON, April 14th.

A mass meeting of the Southampton engineers this morning was opened dramatically, the grand daughter of the late General Booth singing "Abide with Me," and the audience joining in the last verse. Subsequently the meeting passed a resolution calling on the Government to institute a court of enquiry into the claims for increased wages, and the cause of the Southampton dispute. The resolution will be submitted to the Premier by a deputation to-morrow.

## RUHR MINE-OWNERS.

BERLIN, April 14th.

The negotiations between the Ruhr mine owners and the Franco-Belgian Control Commission resulted in a prolongation of existing agreements until June 15th.

## SPECIAL SERVICE FLEET.

BRISBANE, April 14th.

Brilliant weather is favouring the visit of the British Squadron, which was given an enthusiastic reception.

## NEWSLESS GOOD FRIDAY.

LONDON, April 14th.

No newspapers are being published in England on Good Friday.

## LATEST CABLES.

[REUTERS' AMERICAN SERVICE.]

## U.S. NAVAL ESTIMATE.

## SIX NEW GUNBOATS FOR CHINA WATERS.

WASHINGTON, April 14th.

The House of Representatives' Naval Committee has approved of the Bill authorising the construction of eight fast 10,000-ton cruisers, costing \$11,000,000 each exclusive of armament; also six gunboats costing \$700,000 each for use in Chinese waters. The Committee also approved of a proposal to convert four battleships to oil-burners and to provide them with additional protection against submarines and air craft.

The Committee reported on another Bill providing for the establishment of a naval aviation base at Sand Point, California.

## WHICH LEG DO YOU CROSS?

A CURIOUS THEORY.

A student of humanity many years ago based his estimate of character upon what people did with their legs when they sat at ease, says a home paper. As a result of many observations, he arrived at the conclusion that the normal man invariably sat with his right leg over the left, while the normal woman invariably crossed the left over the right. From the theory that to sit with the left leg over right was a mark of effeminacy.

A latter-day student tried to apply the theory the other day when travelling in a public conveyance containing a large number of passengers of both sexes. But humanity must have changed considerably—and for the worse—since the day of the original student of human legs, for even cross-legged man Jack—and woman Jill—had the left leg over the right! The logical assumption, then, is that the only real men on that conveyance refrained from crossing their legs; and that every cross-legged man of them was effeminate—an "old woman," in fact.

It is sad to contemplate the probable fate unless the men can be trained when boys at school to cross their right legs over their left.

I would say of the bulk of the Labour Ministers that they are bringing fresh minds to problems, and they are attempting to judge honestly.—*Mr. Baldwin.*

## OUR LONDON LETTER.

## THE REORGANISATION OF THE CONSERVATIVE PARTY IN GREAT BRITAIN.

## BUSINESS MAN AS NEW POLITICAL CHIEF.

THE EXTRAORDINARY DISCLOSURES IN HIGH COURT ACTION.

[FROM OUR OWN CORRESPONDENT.]

LONDON, March 6th.

THE LUNACY LAW.

The disclosures in the Harriet case before Mr. Justice Lush has very naturally created a profound feeling of indignation and amazement. It is certainly alarming to think that a sane person, like Mr. Harriet, can be certified insane and be locked up in a lunatic asylum for years as the result of a blunder on the part of one or two people. "Nothing has astonished me more," said the learned Judge, "in the course of this serious case than to know that when a man is shut up in an asylum, though he may be a perfectly sane man, he is never allowed to know why he is shut up. It has amazed me." It is also apparently amazed the jury, who awarded the unfortunate Harriet £25,000 damages.

It is understood that, as a result of the trial, a Royal Commission is to be set up to inquire into the whole question of the Lunacy laws. The subject of the treatment of lunatics has been under discussion in various forms for a number of years, but no Government could be induced to tackle it. Now there can be no excuse for delay. Public opinion insists. Moreover, the idea of a Royal Commission does not mean time for the calling of witnesses and the sifting of evidence and the preparation of a report. The suggestion is made that while a Royal Commission can usefully consider as to the treatment of the insane, a small non-departmental committee could be appointed to advise the Minister of Health with respect to the best means to guard against the evils disclosed—that is to say, to ensure that nobody shall be certified for detention on insufficient grounds.

If something of this kind is done, as seems probable, seeing that the public conscience is deeply stirred, a Bill could be passed through Parliament by consent, and that would reduce the work of the Royal Commission to manageable proportions.

## MEDICAL OPINION.

As might be expected, medical opinion has been considerably perturbed by the disclosures in Court. There is talk of doctors refusing to certify anybody as insane without some guarantee that if a mistake is made the medical man concerned will not be liable for damages. This is a somewhat restricted view of the position, however, though it can be well appreciated, and perhaps it is not altogether surprising that it is a view that is impressing the public. It is not a question of lessening public confidence in medical men, who are usually careful fellows with a knowledge of the world. There will not be many of them, I imagine, despite what has happened, who will refuse to certify, and thereby ensure for the patient the curative treatment which can be given only in a modern asylum.

## NEW CONSERVATIVE AGENT.

The Conservative Party, profiting by the sharp lesson of the General Election when they suffered a smashing blow, are striving to put their house in order. For a month or more I have heard many rumours of big developments in connection with the central office in London, and many bright paragraphs have appeared in the Press claiming to know all about it. But the writer have been wide of the mark. The first definite indication of what has been going on behind the scenes is the announcement of the appointment of Mr. H. E. Blain as successor of Vice-Admiral Sir Reginald Hall in the position of Principal Agent of the Party.

Mr. Blain has for some years been the assistant managing director of the London Underground Railway and the London Omnibus Company, the group which practically controls the traffic of the Metropolis. He is in his fifty-fourth year. Formerly he was an official of the Liverpool Corporation Tramways, and then went as manager of the Corporation Tramways at West Ham. There he had to fight the keen competition of the Traffic Combine, and he did it to such good effect that he was given the position he is now resigning as assistant managing-director. He is the author of several useful books on office organisation and kindred subjects, and is recognised as an authority on business organisation.

## BUSINESS METHODS AND POLITICS.

It may seem strange to some to have a purely business man as the head of a great political party; but it is just this business capacity for organisation which is Mr. Blain's recommendation for the post to which he has been appointed at Conservative headquarters. He is a good Conservative, of course, but the leaders have been influenced by the fact that the successful railway man and the successful political chief must each possess knowledge in a high degree as to the way to deal with all sorts and conditions of men and women.

Sir Reginald Hall, who resigned last week, is a charming man, but he made the mistake of trying to run the Conservative Party as he would command a battleship or a battle fleet. He gave orders without first consulting his subordinates. Before the last General Election he quite made up his mind that Protection was a policy that would win, and he simply ignored the local leaders of the Party up and down the country. The very men who could have advised him what the electorate of the quarter-deck of the Party really, and the blunder is not likely to be repeated. Mr. Blain will be expected to overhaul the

Conservative organisation from top to bottom. The salary attached to the post of Chief Agent is nearer £3,000 than £2,000 a year.

## THE MINERS' DEMANDS.

This week miners' leaders are in London for a conference with the coal owners. Questions relating to pay and working conditions are much in the minds of both parties, masters as well as men, because notice has been given on behalf of the latter to terminate the national agreement on April 17th. Unless a settlement of various points of importance to the workers is reached before that date there will be trouble on a national scale. At the moment nobody mentions the word strike, but this is what is involved, failing a fresh agreement. We have had two national strikes already this year—the locomotive engineers and firemen on the railways, and the dockers, and every effort will be made to avert a third upheaval.

The miners are asking for a rate of pay that will put them in the same position that they occupied in 1914. In some parts of the country the minimum wage under the existing agreement is only 30 per cent. above the pre-war level, although, as everyone knows, it costs twice as much to live. On this argument, therefore, the miners have a case. I believe it is a fact that in some coal-fields there is a good deal of privation, and men and their families are insufficiently fed. For one thing, a full week's work is not always available for various local reasons, and the high pay one hears about amounting to £5 or £10 a week applies only to the good places in a pit. There are in a coal mine, as in a gold mine, bad places as well as good.

## A NEW MINIMUM WAGE BILL.

I understand that the Miners' Federation are chiefly anxious to get through Parliament the Miners' Minimum Wage Bill. This is a measure introduced by Mr. J. Guest, the Labour M.P. for Hensworth, and is really the old Bill which Mr. Adams sought the approval of the last Parliament. The main provision is a modest enough. It proposes to give miners the minimum wage of 1914, plus a percentage equal to two increases in the cost of living. The second reading is due to come on at the end of March.

## A GLIMPSE OF PARLIAMENT.

The Labour Government are not altogether happy over the progress they are making with the business of the House. The trouble is that the Opposition will talk, and there is no means at the command of the Government to stop the orators. For, of course, the Government is in a minority, and cannot without risk apply the closure.

In the circumstances talk is sometimes apt to wander over a vast range of subjects. The other evening, for instance, Members went tramping over English pastures discussing foot-and-mouth disease. Then the debate took a flying leap to Kenya, in East Africa, and the House became immersed in cotton-growing and railway-building projects there. Finally attention was concentrated on the small island of Nauru, in the Pacific where the phosphates come from. This was once a German enterprise of this country, Australia, and New Zealand. Thereupon the House of Commons discovered, chagrin a tale.

## CHINESE LABOURERS.

The soul of Mr. Black, a Liberal from Leicestershire, was writhing with anguish over the fate of the Chinese labourers in far-away Nauru, the speck of land in the ocean never heard of till this occasion. Before the evening was out he was rather sorry he had mentioned a topic recalling the old "Chinese slavery" cry of the Liberals and the Rand mines. Mr. Royce rose from the Labour benches and gave him a terrific scolding for not showing a little more concern for the lot of agricultural labourers at home. The Chinese could very well look after themselves in South Africa when the Liberals here were running the Chinese slavery cry as a political stunt.

The House of Commons was interested and highly amused at this turn to the debate. This was especially the case when Mr. Royce gave his own personal experience. These poor "slaves" that the Liberals cried over trooped into Johannesburg, hired all the cabs at the railway station, and left Mr. Royce and his wife to carry their own luggage. "Rub it in," shouted the Conservatives gleefully.

Mr. Royce did. It is curious to note that when the Labour side gets into difficulties Mr. Thomas appears as general handy man to ease the situation, and his favourite—most successful—method is to give an Imperial turn to the debate. He runs up the Union Jack, as it were, and dares the Liberal sharpshooters of discussion to fire on it! The joke is that a good many of the Labour men on the back benches would much rather see the Red Flag at the masthead, but they are obliged to listen to the Imperialistic Thomas dashing on with fiery almost like a full-blooded Tory.

## ROYALTY AND GOOD HEALTH.

Ever since Christmas the country has been in the grip of wintry weather, with icy winds blowing straight from the Arctic, and snow, hail, or sleet as about the only variation. Fully 98 per cent. of the population are victims of colds, and influenza has been rife throughout the land. The Royal Family have suffered in common with folk of less exalted condition. There was a wild rumour in London a week ago about the health of Queen Alexandra, but it was quickly dispelled by an official announcement that it was only a slight cold. Now for the same reason the King and Queen are laid up, and have had to cancel their engagements.

The indisposition of the Royal personage is a reminder of the magnificent health they enjoy; for, as a matter of fact, it is exceedingly seldom that either the King or Queen feel ill. In this respect they resemble their ancestors (Continued at foot of next column.)

## FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

## JAPANESE NOTE TO U.S.

## SENATOR SAYS IT CONTAINS A VEILED THREAT.

WASHINGTON, April 14th.

In the course of the immigration debate in the Senate Senator Lodge regretfully declared that the Japanese Note was an improper one to be addressed by the representative of one great country to another friendly one. He contended that the question of immigration was the greatest of fundamental rights. He also objected to the Note because it contained a veiled threat.

Senator Borah and other Republicans and Democrats support Senator Lodge's views.

## AMENDMENT POSTPONED.

WASHINGTON, April 14th.

The Senate, discussing the Immigration Bill, rejected an amendment in Committee by 75 votes to 4 for ratification of the continuation of the so-called "Gentleman's Agreement." The vote upon the proposed Japanese exclusion amendment was postponed until to-morrow.—*Reuters' American Service.*

## EXCITEMENT IN TOKYO.

## U.S. IMMIGRATION RESTRICTION ROUNDLY CONDEMNED.

TOKYO, April 14th.

The action of the U.S. Congress regarding immigration is exciting much comment in Tokyo, where frequent newspaper extras show that every Washington move is closely watched. The Cabinet met and discussed immigration in camera. The Press strongly resents the bitter insult of some sections of American but does not despair of American justice.

Regret is expressed that Mr. Hanabusa's expression of grave consequences has been misunderstood in Washington, as the belief is held that he merely meant that moral reaction against America which would be created among the Japanese people would be uncontrollable by the Government.

The newspaper *Shin* typically condemns the House of Representatives action as "The height of abuse, and an injury to the Japanese nation." The newspaper says: "They have disregarded all dictates of international courtesy and morality. The Japanese nation appeals to Americans to consider seriously the situation at this critical juncture."

Later.

The attitude of Senator Lodge is creating grave uneasiness.

[BY COURTESY OF THE "DAILY BULLETIN"]

## RABINDRANATH TAGORE.

SHANGHAI, April 14th.

Rabindranath Tagore has arrived at Shanghai en route to Peking, where he will deliver a series of lectures on philosophy.

## EMIGRATION TO AMERICA.

TOKYO, April 14th.

Mr. Hanabusa's Note to Mr. Hughes, U.S. Secretary of State, which has been published here, embodies the method whereby Japan is restricting emigration to the United States under the "gentleman's agreement" respecting the issuance of passports and the close supervision of same. The passports are issued to those labourers skilled and unskilled only who have been previously domiciled in America, and to their parents, wives and children under 20 years of age, and then only after the production of definite proofs of their identity. Passports to "picture brides" have not been issued since March 1st, 1923.

Similar methods are being applied in Hawaii and foreign territories contiguous to the United States with a view to preventing surreptitious entry.

## U.S. WORLD FLIERS.

## DESTROYER PATROL ARRIVES AT KURELES.

TOKYO, April 14th.

The American destroyers arrived at Hitokappu Bay, Kureles, yesterday morning after a five-day trip. The island is surrounded by ice flows, which preclude reaching Betobeto. This will necessitate changing the fleet's landing-place to Hitokappu, which is ideal for the purpose.

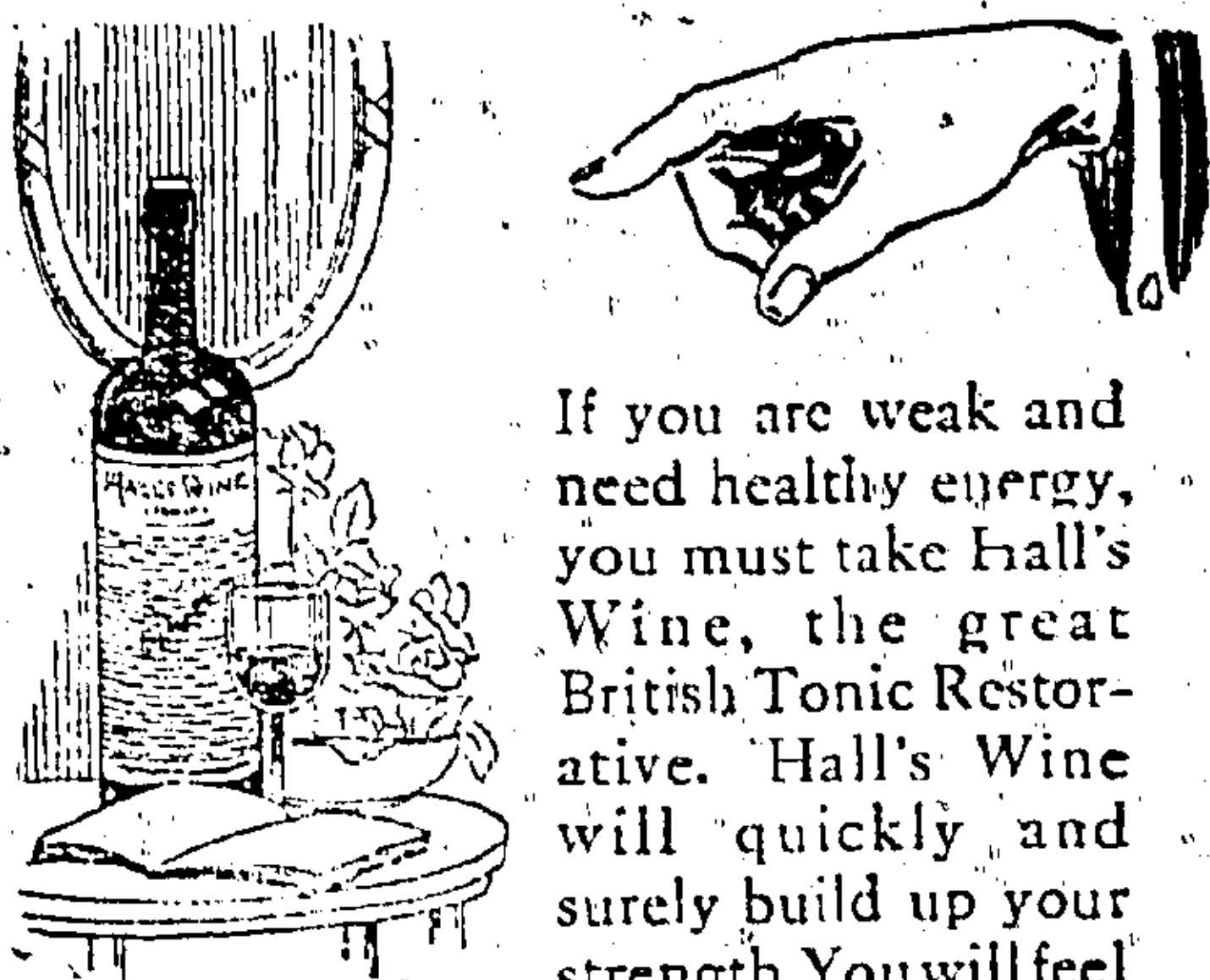
The destroyer *Pope* remains here. The destroyer *John D. Ford* is attempting to reach Pasamashiru on Tuesday.

of the House of Hanover. Queen Victoria, also, had superb health all through her long life, and she had very little sympathy for folk whose constitutions were delicate.

On this subject of the well-being of the Royal Family, it may be recalled that recently I referred to the concern occasioned by the riding mishaps of the Prince of Wales. I stated that strong representations had been made to His Royal Highness that he ought to forego some of his more risky adventures as point-to-point races, and cross-country events. It can be said now on excellent authority that a few days ago when he took tea with the Prime Minister at No. 10, Downing Street, Mr. MacDonald had been asked from a very excited quarter to talk to "our young man" seriously on the subject, and he got a promise from the Prince not to run any more risks.—H.B.



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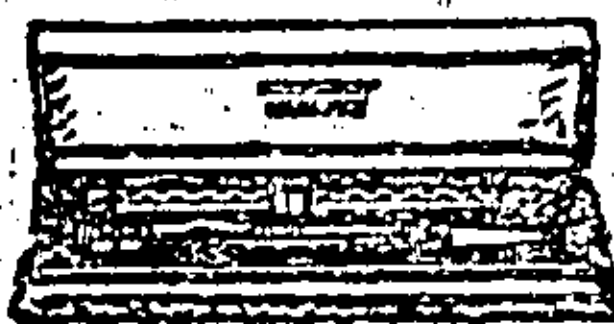
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### DEAN INGE ON HEREDITY.

#### A CONTRAST IN BIRTH-RATES

At a special meeting of the council of the Charity Organisation Society, on March 10th, at Deacons House, the Rev. W. R. Inge, Dean of St. Paul's, interested a large audience when from many points of view he discussed the subject of "Heredity as it Affects Some Aspects of Social Well-being." Sir Alfred Hopkinson, K.C., who presided, said that the Dean had done more to stimulate thought in their work, perhaps, than any other living man. He appealed to the intellect, and wide sympathy and courage distinguished his utterances and writings.

Dean Inge remarked that the Charity Organisation Society had had to contend with a great deal of undesired unpopularity by reason of the fact that they had removed themselves from sloppy sentimentality. (Hear, hear.) They had endeavoured to consider each case in scientific spirit, a method which did not command itself to the majority, but still was in the right way. He represented the other society, unpopular for much the same reason—the Eugenic Education Society, who also believed in the efficacy of science and sound judgment as against sloppy sentiment. The Eugenic Education Society did not propose such or hasty legislation. They were a society of students who wished to interest the public in the studies with which they were concerned, and also to popularize the facts which had been definitely ascertained. They made a strong appeal to doctors to speak out more strongly and inform the public on subjects which could only be taught by the medical profession. He defended two theses—that there was a real inherited superiority in certain social strata compared with others, and that there was in all civilized nations a very severe counter-selection going on by which the worst types were multiplied and the best hardly keeping up their numbers. The violent prejudice felt against Eugenic Education by the majority of Socialists and by a great many ecclesiastics and sentimentalists, was not only unfortunate but really wicked. They were the same people who hated the Charity Organisation Society. (Hear, hear.) The battle in the future was between science and its enemies.

**PEDIGREES AND BIRTH-RATES.**  
The pedigrees of able families were abundant. The Bach family of musicians went on for eight generations, all showing considerable musical talent, and the Derbys were another remarkable instance of talent. Success in life depended on a large number of factors which were likely to be scattered in the next generation. Able fathers as a rule had able children. In relation to longevity, stature, and ability, the law of heredity did prevail. Of the Pilgrim Fathers many died soon after arrival. Only thirty-three left families, and among their great descendants were Presidents, Ambassadors, Ministers and Generals. If able men in the United States, he imagined they would find that half were the descendants of those thirty-three Fathers. This class, both in the United States and at home, was dying out. The lowest death-rate was that of doctors, and next to them was the teaching profession, and the ministers of religion. There could not be found in the whole population three professions containing a greater amount of intelligence, of good physique, and of character, than those three learned professions, and it was they that were at present dying out. And the case had been even worse in consequence of the unfavourable selection which was going on, the Dean compared the birth rates of Finisburg, which was, in measure, a slum area, the birth-rate was 41 per thousand, whereas it was only 9 per thousand in Westminster. There they had a rapid and complete change in the composition of our population, and it was a change for the worse. It was an injury to the quality of the population and the future of the country by the reckless propagation of bad stocks. He added: "I say, with the most complete conviction, that the combination of a sort of socialism in distribution with laissez-faire in procreation is a policy only fit for Bedlam." It was not pleasant to realise that since 1850 the insane had increased by 250 per cent.

The science of heredity had a great deal to do with social welfare. The way in which our civilisation was working at present was one which we ought to regard with very great misgivings. It was impossible to doubt that we were on the whole breeding from our worst class and rather trying out as the top. He was not by any means implying that the rich were undesirable parents than the poor. Statistics for great towns like Bradford, where the population consisted of well-to-do operatives, in which the women also earned wages, showed that the birth-rate there was almost as low as it was among the professional classes. The only physically desirable class who were contributing much to the increase of population, were the miners.

### THE TRAGEDY OF A HANDBAG.

"I have always wondered what ladies carried in their hand-bags," says a writer in a Tientsin paper. "I have never dared to ask, and to look without asking would be unthinkable. But now I know. At least I know what is sometimes carried in them. You see a lady who was crossing Recreation Road yesterday, had the misfortune to drop the one she was carrying. And the bag opened. This is what came out:

A lipstick.  
A small powder puff (very dusty).  
Small silver box (probably powder).  
Small phial of perfume (broken).  
A mirror (cracked).  
A handkerchief.  
Some cash and coins.  
There were other things in the bag which did not fall out, but I think I saw sufficient. You can have no idea of the pretty way she blushed. The cash, by the way, are still in the road."

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Six and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office up to 5 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to—

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Hongkong, 10th April, 1924. [620]

## THE BEN LINE STEAMERS, LIMITED.

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The Steamship "BETRAKKE"

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before 1st May, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 11th April, 1924. [626]

## THE EAST ASIATIC CO., LTD., COPENHAGEN.

## THE MOTOR SHIP

"CHILE" having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th of April, 1924, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined by Messrs. Goddard and Douglas on the 18th April, 1924, at 10 a.m.

All Claims against the vessel must be presented to the Underigned before the 21st April, 1924, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JOHN MANNERS & CO., LTD., Agents.

Hongkong, 11th April, 1924. [624]

# INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

| KORE via MOI SAILINGS SUBJECT TO ALTERATION. |             |                              |
|----------------------------------------------|-------------|------------------------------|
| BANGKOK via HOIHOV                           | "CHUNSAUNG" | Thursday, 17th Apr., 4 p.m.  |
| MANILA                                       | "YUENSANG"  | Friday, 18th Apr., 10 a.m.   |
| SHANGHAI via SWATOW                          | "YUENSANG"  | Saturday, 19th Apr., 11 a.m. |
| BANGKOK via SWATOW                           | "YATSHING"  | Sunday, 20th Apr., 7 a.m.    |
| TIENSIN                                      | "KWAISANG"  | Tuesday, 22nd Apr., Noon     |
| TSINGTAU via SWATOW & SHANGHAI               | "CHIPSANG"  | Tuesday, 22nd Apr., Noon     |
| KORE via SHANGHAI                            | "WINGSANG"  | Wednesday, 23rd Apr., 7 a.m. |
| SHANGHAI via SWATOW                          | "KOSANG"    | Friday, 25th Apr., 7 a.m.    |
| SANDAKAN                                     | "TAISANG"   | Friday, 25th Apr., 7 a.m.    |
| MANILA via ANOY                              | "MAUSANG"   | Friday, 25th Apr., 1 p.m.    |
| HAIPHONG via HOIHOV                          | "SUISANG"   | Saturday, 26th Apr., 11 a.m. |
| STRAITS & CALCUTTA                           | "LEESANG"   | Sunday, 27th Apr., 10 a.m.   |
|                                              | "KUTSANG"   | Tuesday, 29th Apr., 3 p.m.   |

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, "HINSANG" and "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datta.

TIENSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chetoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

## CALCUTTA LINE

S.S. "KUTSANG" will be despatched on or about Tuesday, 29th April, 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE, MATHESON &amp; CO., LTD., GENERAL MANAGERS

TELEPHONE No. CENTRAL 215.

## GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA &amp; JAPAN SERVICE.

OUTWARDS.

HOMEWARDS.

| Vessel     | Due Hongkong | Vessel                              | Leaves Hong. | Discharges |
|------------|--------------|-------------------------------------|--------------|------------|
| "GLENARRY" | 18th Apr.    | "GLENOGLE"                          | 22nd Apr.    |            |
| "GLENAMOY" | 7th May      | Genoa, London, Rotterdam & Hamburg. |              |            |
| "GLENAPP"  | 15th May     | "GLENARRY"                          | 7th June     |            |
|            |              | London, Rotterdam & Hamburg.        |              |            |

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON &amp; CO., LTD.,

THE GLEN LINE, LTD., AGENTS.

Telephones: Central No. 215 sub-ex. 23, and Central 3596.

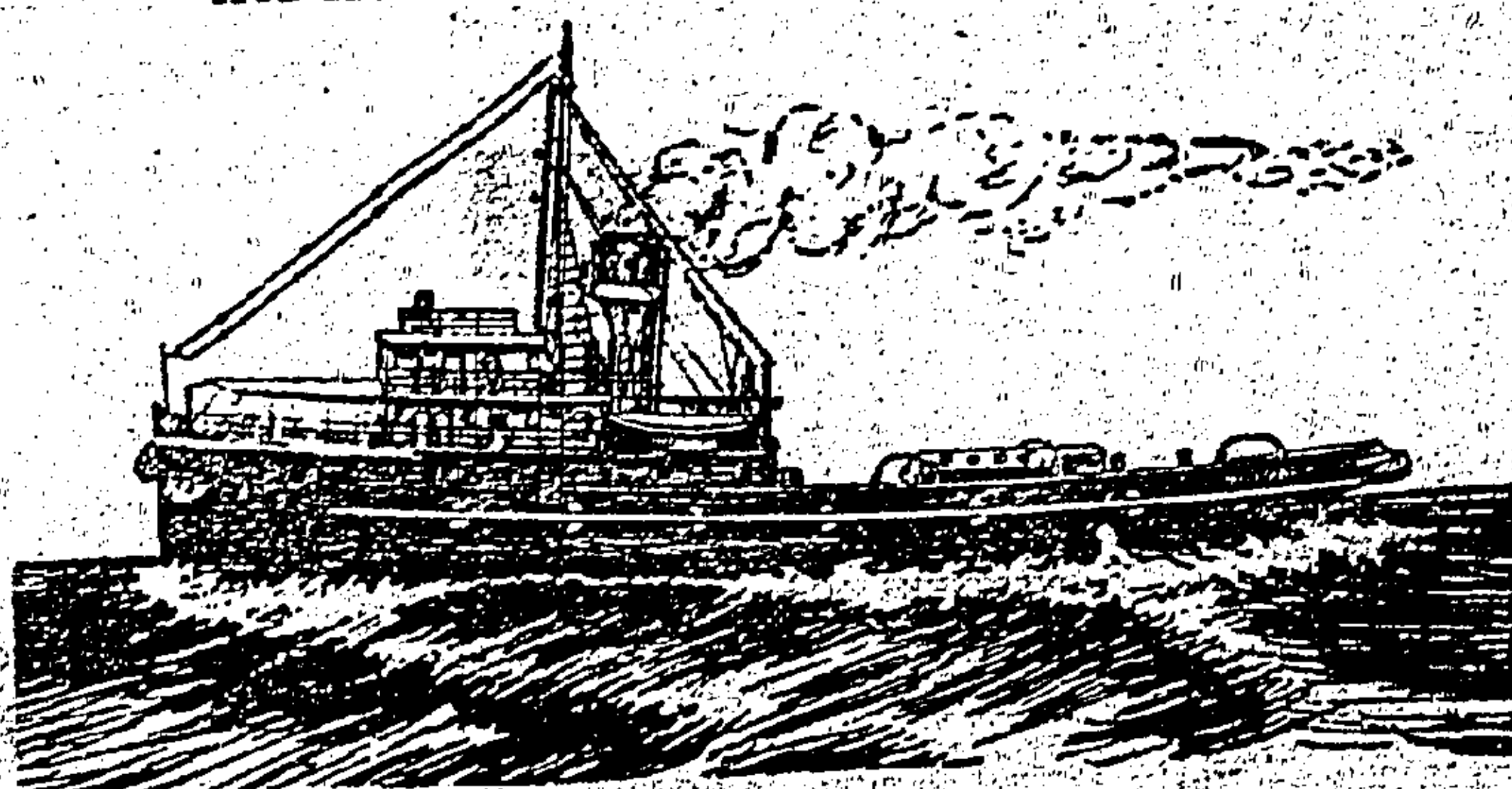
## The HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

Codes Used A1, A.B.C. Fifth Edition; Engineering: First and Second Edition

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Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,  
Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

### "Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 165' B.P. Breadth 34' (m) Depth 17' (m) I.H.P. 2000. Fitted with electrically driven submarine and centrifugal pumps, air compressor, wireless, sea sight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A., WHAMPOA DOCK, HONGKONG.



## SHIPPING NEWS

## ARRIVALS.

April 14th.  
*Empress of Canada*, British str., 12,511 tons, Capt. S. Robinson, C.B.E., R.N.R., from Vancouver, B.C., via Panama Canal and Suez, lying at No. 5, Kowloon wharf—C.P.S. Ltd.  
*Holland*, Norwegian str., 761 tons, Capt. R. Helgesen, from Samarinda, with coal, lying at buoy No. 418, Geo. Grubb.  
*Taipei*, British str., 6,910 tons, Capt. Geo. T. Clark, from Liverpool, via Singapore, with a general cargo, lying at Holt's wharf, B. & S.  
*President Garfield*, American str., 21,000 tons, Capt. K. B. Lowry, from New York, with a general cargo, lying at No. 1, Kowloon wharf—Doherty S. Line.  
*Stung Bee*, British str., 3,761 tons, Capt. R. E. Connolly, from Amoy, with a general cargo, lying at buoy No. 429, Tuen Kee.  
*Town Mail*, Japanese str., 1,755 tons, Capt. K. Yutaka, from Keelung, with a general cargo, lying at buoy No. 350—Suzuki & Co.  
*West Prospect*, American str., 4,529 tons, Capt. W. D. Bolmer, from San Francisco, with a general cargo, lying at Lanchow Street and Barry.  
April 15th.  
*Adolf von Bayern*, German str., 3,129 tons, Capt. R. Hoffeld, from Hamburg and Singapore, with a general cargo, lying at buoy No. 125, Heuter, Brockmann & Co.  
*Halle*, British str., 1,111 tons, Capt. D. T. Lewis, from Saigon, with rice, lying at Smeaton's—W. & F. Shing.  
*Hokkaido*, Chinese str., 288 tons, Capt. Leung Long, from Kiang Chow Wan, with a general cargo, lying at Yuen On wharf—Hong On & Co.  
*Hsia Hui*, Chinese str., 1,238 tons, Capt. S. M. Chen, from Shanghai, with a general cargo, lying at C.M.S.N. wharf—C.M.S.N. & Co.  
*Hydron*, British str., 561 tons, Capt. W. Brewer, from Saigon, with a general cargo, lying at Chi On wharf—Chi On S.S. Co.  
*Kunming*, British str., 1,572 tons, Capt. C. Plunkett, from Bangkok and Swatow, with a general cargo, lying at Smeaton's—B. & S.  
*Kunming*, British str., from Canton, lying at buoy No. 17.  
*Sekisui Maru*, Japanese str., from Canton, lying at buoy No. 151.  
*Shanghai*, British str., from Canton, lying at buoy No. 151.  
*Szechuan*, British str., 1,531 tons, Capt. J. R. Clarke, from Shanghai and Swatow, with a general cargo, lying at buoy No. 151, B. & S.  
*Yerpo*, Japanese str., 823 tons, Capt. K. Fushiki, from Keelung, with a general cargo, lying at buoy No. 151—M.R.K.  
*Yuen Sung*, British str., 1,652 tons, Capt. P. Jowett, from Manila and Amoy, with a general cargo, lying at buoy No. 151—J. M. & Co.

## CLEARANCES.

April 14th.  
*Canton Mail*, for Haiphong.  
*Potomac*, for Shanghai.  
April 15th.  
*Adolf von Bayern*, for Shanghai.  
*Chia Sang*, for Swatow.  
*Chia Sang*, for Shanghai.  
*Ching Hing*, for Swatow.  
*Kato*, for Dairen.  
*Kunming*, for Swatow.  
*President Garfield*, for Manila.  
*Prosper*, for Canton.  
*Sekisui Maru*, for Tamsui.  
*Shanghai*, for Shanghai.  
*Shanghai*, for Canton.  
*Szechuan*, for Canton.  
*Taiwan*, for Shanghai.  
*Telegraph*, for Saigon.  
*Tighe*, for Yokohama.  
*Tighe*, for Batavia.  
*Von Bayern*, for Swatow.  
*Wah Shun*, for Canton.  
*Wong Shik Hong*, for Saigon.  
*Yuen Maru*, for Canton.

## PASSENGERS.

Per s.s. *Hydron* on April 15th—  
 Mr. K. Kuhn and Mr. Hohn.  
 Per Dollar Line's s.s. *President Garfield*, on April 14th—Mr. H. V. Bernard, Mr. and Mrs. Henry Crombie, Mr. P. H. Chan, Mr. and Mrs. Eugene Fort, Mr. K. S. Ip, Mr. Otto Kiefer, Mr. C. K. Ma, Mr. Sergey Pavol, Mr. and Mrs. Adolf Rettig, Mr. and Mrs. C. Reese, Mr. and Mrs. Wm. G. Todd, Mr. Wong Su Yong, Mr. Lawrence Wright, Mr. Y. F. Zue, Mrs. Amy Montague, Mr. Mark Scott, Mr. Milton Wood, Mr. Feiro Yeto, Mr. Wm. Harvey Young, Mr. Lenwood Abbott, Mr. and Mrs. Wm. F. Allen, Mr. Clifford M. Collins, Mr. Ralph W. Lohman, Mr. Chas. F. McCowan, Mrs. Alice Shockey, Mrs. Lulu Mitchell Smith, Mr. W. S. Cookson, Miss Stanley Cookson, Miss Mary Louise Cookson, Mrs. A. C. M. Norgaard, Mr. Oswald Mayall, Miss George Ely, Mrs. Frances H. Osborn, Miss Jessie A. Platt, Mr. and Mrs. Samuel G. Ayres, Miss Charlotte J. Ayres, Mr. and Mrs. B. F. Blinn, Mr. E. Cason Bonardo, Mr. James B. Brewer, Mr. and Mrs. Walter L. Mass, Mr. and Mrs. C. P. Schirmerhorn, Mr. and Mrs. A. O. Stearns, Miss Gertrude A. James, Mr. Judith M. Ridgway, Miss Wilma Ridgway, Mr. and Mrs. Geo. J. McCarthy, Mr. and Mrs. C. A. Summers, Judge Wm. P. Lymor and Mrs. Lymor, Mrs. Lymor, Mr. E. J. Carey, Mr. Cyril S. Cheetham, Mr. Charles C. Gray, Mr. and Mrs. Emily Haydon, Mr. and Mrs. J. T. Moriarty, Mr. and Mrs. Henry V. Tiencken, Mr. Ho Ah Tai, Mrs. F. Vilondaki, Mr. Harold C. Reed, Mr. and Mrs. Wm. C. Moore.

## SHIPPING NOTES.

The P. & O. s.s. *Karnata* from Hongkong, arrived at London on April 13th at 7 a.m.

## SHIPPING MOVEMENTS.

The R.M.S. *Empress of Canada* will leave here for Victoria and Vancouver, B.C., via Shanghai (Wosung), Kobe, Yokohama and Honolulu, at 2 a.m. on the 15th inst. (Friday).  
 The O.S.K. s.s. *Rygin Maru* left Singapore on the 7th inst., and is expected to arrive here on the 10th inst.  
 The O.S.K. s.s. *Seattle Maru* arrived at Buenos Aires on April 10th.  
 The O.S.K. s.s. *Hague Maru* left Moji on the 12th inst., and is due here on the 15th inst.  
 The N.Y.K. s.s. *Maurau Maru* (Bombay line), left Singapore for Hongkong on April 14th, and is expected here on April 21st.

## VESSELS EXPECTED.

*Andre Lebon* (M.M.), due April 30th.  
*Dromed* (Blue Funnel), due May 2nd.  
*Empress of Asia*, due April 25th.  
*Laurelton* (Blue Funnel), due May 13th.  
*Maji Maru* (N.Y.K.), due April 17th.  
*Yelape* (P. & O.), due to-day.  
*Tanji* (Blue Funnel), due to-day.  
*Paul Leat* (M.M.), due April 21st.  
*Plessy* (P. & O.), due April 18th, 5 a.m.  
*President Grant* (Admiral Oriental), due April 23rd.  
*President Harrison* (Dollar), due May 26th.  
*President Jefferson* (Admiral Oriental), due April 26th.  
*President Polk* (Dollar), due April 25th.  
*Siberia Maru* (C.K.K.), due April 10th.  
*Thesus* (Blue Funnel), due April 28th.

## WEARPAGE DUES AT SHANGHAI.

The proposed increase of wharfage dues in Shanghai, the *N.C. Daily News* says, has aroused the indignation of Chinese public bodies, who, at a recent meeting, decided to send a letter to the Chinese General Chamber of Commerce requesting them to use their influence with the foreign consulars' association in the Settlement to agitate against the increase. The letter expatiates on the depression of trade and points out that any further increase in wharfage dues must of necessity prove an extremely heavy burden to the merchants. The letter adds: "It is also rumoured that the collection of wharfage dues will be extended to Pootung. The Chinese Municipal Council cannot construct wharves there. Therefore they have no right to collect wharfage dues from those wharves."

## WEATHER REPORT.

April 15th at 17.38—Pressure has decreased slightly at the majority of reporting stations, and depression continues over China. The Hongkong rainfall for the 24 hours ending at 13 hours, April 15th, was inch. Total since January 1st, 8.32 inches, against an average of 8.54 inches.  
 The forecast for the 24 hours ending at 13 hours, April 16th is as follows—  
 District Forecast  
 Formosa Channel ... S.W. winds, moderate, squally, cloudy.

Hongkong to Gay Rock ... do.  
 South coast of China between Hongkong and Lanchow ... do.  
 South coast of China between Hongkong and Hainan ... do.

## HONGKONG METEOROLOGICAL REGISTER.

| Hongkong Observatory, April 15th. |              |           |           |
|-----------------------------------|--------------|-----------|-----------|
|                                   | Previous Day | On Date   | On Date   |
|                                   | at 2 p.m.    | at 2 p.m. | at 2 p.m. |
| Barometer                         | 29.78        | 29.70     | 29.65     |
| Temperature                       | 79           | 78        | 80        |
| Humidity                          | 81           | 82        | 78        |
| Wind Direction                    | SSW          | SW        | SW        |
| Force                             | 2            | 3         | 4         |
| Weather                           | 0            | 0         | 0         |
| Rain                              | 0.00         | 0.00      | 0.00      |
| Highest temperature on 15th       | 78           | 78        | 78        |
| Lowest temperature on 15th        | 70           | 70        | 70        |

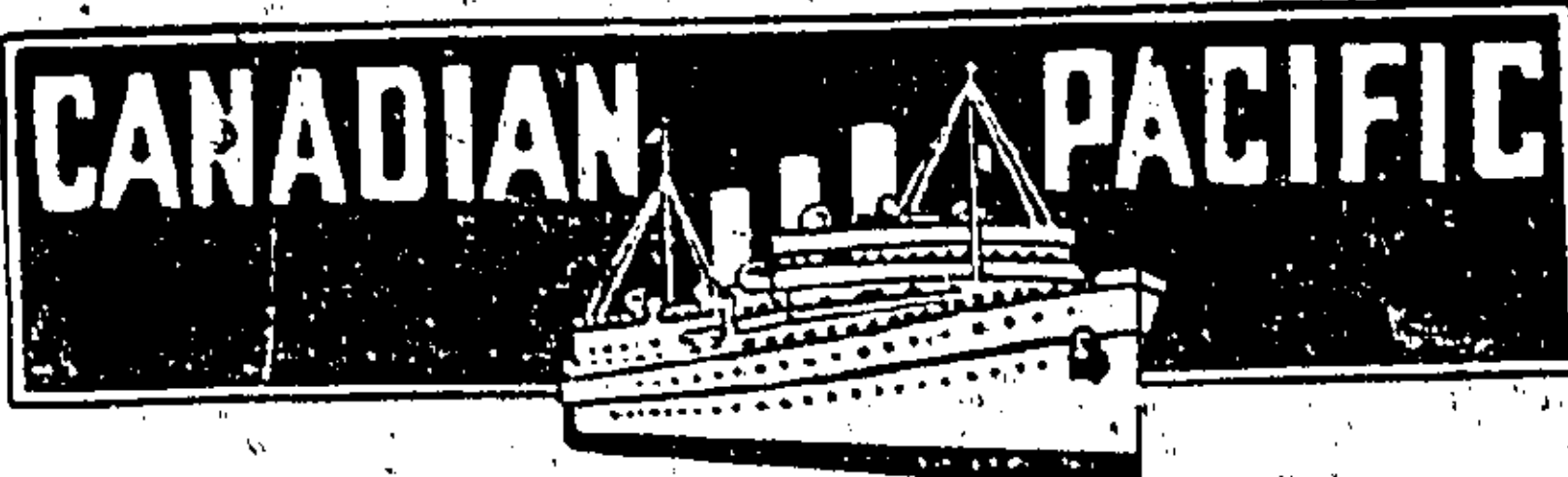
## HONGKONG TIDE TABLE.

| From April 16th to 22nd, 1924. |      |             |      |
|--------------------------------|------|-------------|------|
| High Water.                    |      | Low Water.  |      |
| Day of Week                    | Time | Day of Week | Time |
| Wed.                           | 16   | Thurs.      | 17   |
| Thurs.                         | 17   | Fri.        | 18   |
| Fri.                           | 18   | Satur.      | 19   |
| Satur.                         | 19   | Sun.        | 20   |
| Sun.                           | 20   | Mon.        | 21   |
| Mon.                           | 21   | Tues.       | 22   |

## NOTICE TO CONSIGNEES.

The Steamship "DACE CASTLE"  
 From NEW YORK and NEW PORT  
 NEWS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.  
 Optional Cargo will be forwarded unless notice to the contrary be given before 14th instant.  
 No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.  
 All claims against the steamer must be presented to the Underigned on or before the 30th inst., or they will not be recognized.  
 All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 10 a.m., by our Surveyors, Messrs. GODDARD & DOVILANS.  
 No Fire Insurance has been effected.  
 Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.  
 Hongkong, 14th April, 1924. (339)



## HOME VIA CANADA

Hongkong to England  
 via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.  
 From Hongkong to Vancouver: *Empress Australia* Apr. 18, May 7, *Melita* May 14, May 21, *Empress Asia* May 8, May 26, *Empress Scotland* June 4, June 11, *Empress Russia* May 29, June 18, *Minnedosa* June 25, July 2, *Empress Australia* June 13, *Melita* July 9, July 16, *Empress Asia* July 3, *Empress Scotland* July 30, Aug. 6.  
 Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.  
 Allotment of Cabins on Atlantic steamers held here and through tickets issued.  
 Early reservation necessary.

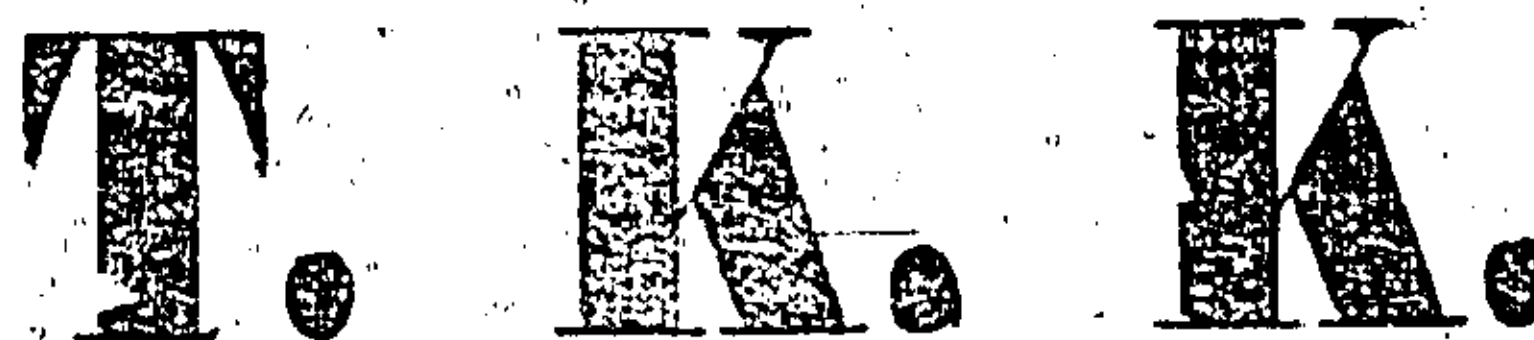
Three Trans-continental Trains Daily.  
 Standard Sleeping Cars, Compartments and Drawing Rooms.  
 Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

## "CANADIAN PACIFIC THROUGHOUT"

## HONGKONG-MANILA SERVICE.

| From Hongkong | Due Manila | From Manila | Due Hongkong |
|---------------|------------|-------------|--------------|
| April 23      | May 2      | May 3       | May 11       |
| May 21        | May 31     | May 24      | May 31       |
| June 27       | June 27    | June 28     | June 28      |

Passenger Department: Tel. 752. Cables: GACANPAC.  
 Freight and Express: Tel. 42. Cables: NAUTILUS.



## THE PATHWAY OF THE SUN

"Via HONOLULU—THE PARADISE OF THE PACIFIC."

## REDUCED FARE TO EUROPE.

First class throughout! £120. Mono class steamers on the Atlantic.

HONGKONG TO SAN FRANCISCO.  
 VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.  
 STEAMERS  
*SHINYO MARU* (from S'hai) ... 32,000 tons, Apr. 25th  
*SIBERIA MARU* ... 20,600 tons, May 5th  
*TAIYO MARU* to Kobe Direct ... 22,000 tons, May 20th  
*TAIYO MARU* ... 22,000 tons, May 28th  
*KOREA MARU* ... 20,000 tons, June 14th

HONGKONG TO VALPARAISO.  
 VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLEND, ARICA AND IQUIQUE.  
 THROUGH BY TRANS-ANDALYAN ROUTE TO BUENOS AIRES.  
 STEAMERS  
*ANYO MARU* ... 18,700 tons, April 24th  
*SEIYO MARU* ... 14,600 tons, June 10th.  
 Through Bills of Lading issued to all United States Overland Points; also via Panama Canal Lines to Atlantic Ports.  
 For full information regarding Passengers, Freight and Sailings, Apply to—  
 Agents at Canton: MESSRS. T. E. GRIFFITH.  
 Y. TSUTSUMI, Manager, King's Building, Tel. Nos. C. 2374 & 2375.

## COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line  
 For BARCELONA AND OTHER SPANISH PORTS.  
 S.S. "C. LOPEZ Y LOPEZ" ... 23rd May  
 S.S. "ISLA DE PANAY" ... 14th July  
 For SHANGHAI AND JAPAN PORTS.  
 S.S. "C. LOPEZ Y LOPEZ" ... 3rd May  
 S.S. "ISLA DE PANAY" ... 3rd June

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers, Stewards and Doctor carried.  
 For Freight and/or passage apply to—  
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 Length 781 Feet.  
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 Dept. on Centre of  
 SH (H.W.O.B.T.) 34 ft. 6 in.  
 — THREE SLIPWAYS. —  
 Capable of Handling Ships Up  
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 Electric Crane at Sea Wall, Capable of  
 Lifting 100-Tons at 70 Feet Radius.

BUTTERFIELD & SWIRE, AGENTS.  
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 TELEPHONE No. 212.  
 CALL FLAG: "C" OVER "ANG. PENHANT."

## PACIFIC MAIL

## STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD

## TRANSPACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

## SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT CLEVELAND" ... May 7th at 9 p.m.

Sailing and Fares subject to Change Without Notice.

## LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER—PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

| VISIT         | CONNECTING WITH ANY                                     | VISIT             |
|---------------|---------------------------------------------------------|-------------------|
| SAN FRANCISCO | DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS. | YOSEMITE          |
| LOS ANGELES   |                                                         | GRAND CANYON      |
| SALT LAKE     |                                                         | FEATHER RIVER     |
| CHICAGO       |                                                         | YELLOW STONE PARK |
| NEW YORK      |                                                         | NILGARA FALLS.    |

## HONGKONG-MANILA

S.S. "PRESIDENT CLEVELAND" ... Apr. 27th at Noon.

## HONGKONG-CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE GILPEN" ... Wednesday, April 16th, 1924, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

## PACIFIC MAIL STEAMSHIP CO.

1st Floor, QUEEN'S BUILDING, HONGKONG.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 3322. HOLYOAK MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

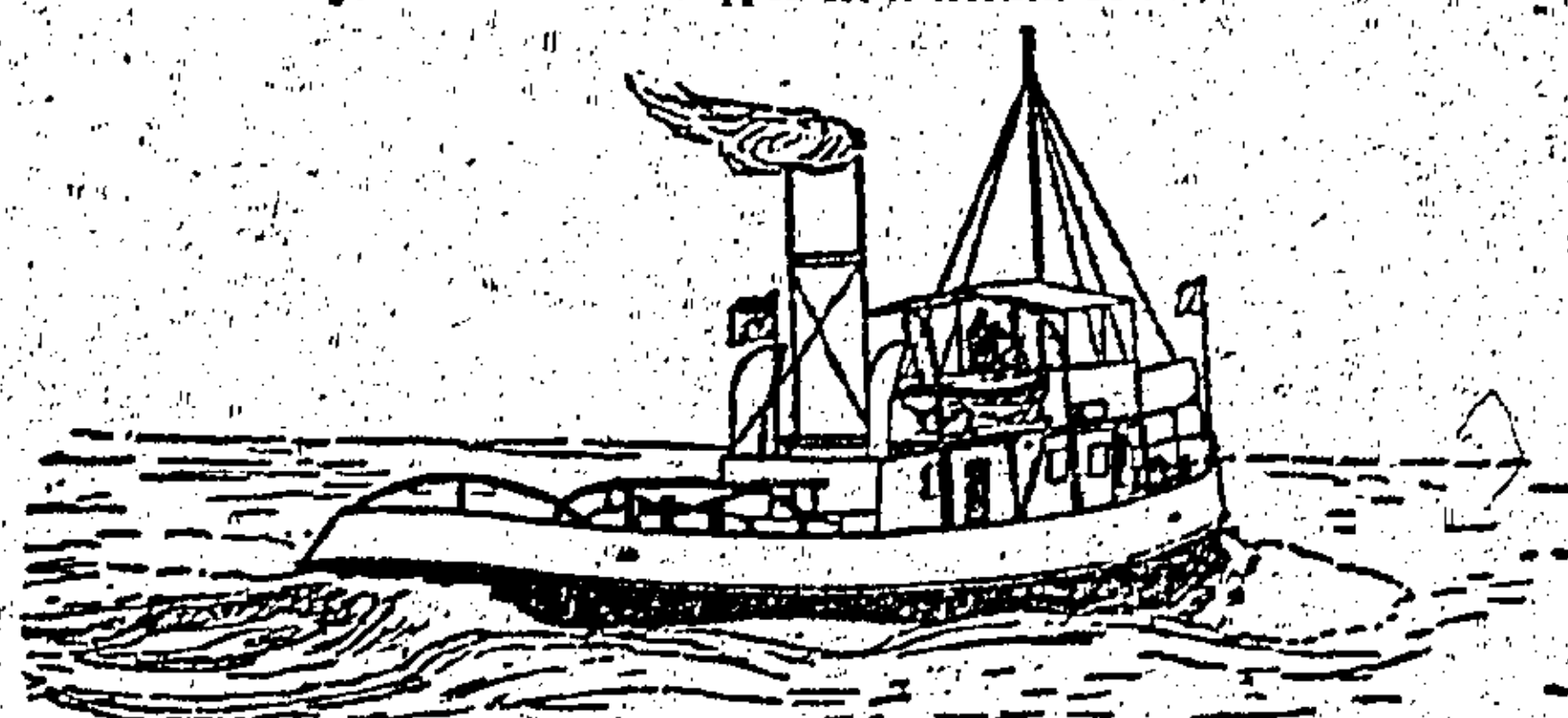
VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports  
 Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.  
 Through passage rates to Europe via America G.3405, G.3420, G.3440

ITO MARU ... Saturday, 19th Apr., at 11 a.m.  
 SHIDZUKA MARU ... Wednesday, 14th May, at 11 a.m.  
 MARSEILLES, LONDON & ANTWERP via Singapore, &c.  
 KAMO MARU ... Sunday, 27th Apr., at 11 p.m.  
 KATORI MARU ... Wednesday, 7th May, at 11 a.m.  
 HAMBURG via LONDON & ROTTERDAM.  
 LYONS MARU ... Middle of May  
 LIVERPOOL via MARSEILLES & VALENCIA.  
 TSUSHIMA MARU ... Friday, 19th Apr.  
 SYDNEY & MELBOURNE via Manila, &c.  
 YOSHINO MARU ... Friday, 18th Apr., at 11 a.m.  
 AKI MARU ... Wednesday, 14th May, at 11 a.m.  
 NEW YORK & BOSTON via PANAMA.  
 TOBA MARU ... Sunday, 4th May  
 BUENOS AIRES via Singapore, Durban & Cape Town.  
 KANAGAWA MARU (calling Delagoa Bay & Port Elizabeth) ... Thursday, 8th May  
 BOMBAY via Singapore & Colombo.  
 MALACCA MARU ... Monday, 28th Apr.  
 CALCUTTA via Singapore, Penang & Rangoon.  
 MOJI MARU ... Thursday, 17th Apr.  
 OSAKA MARU ... Thursday, 8th May  
 NAGASAKI, KOBE & YOKOHAMA.  
 TANGO MARU ... Thursday, 16th May  
 SHANGHAI, KOBE & YOKOHAMA.  
 KASHIMA MARU ... Tuesday, 22nd Apr.  
 TOYOHASHI MARU ... Thursday, 17th Apr.  
 WAKASA MARU ... Wednesday, 23rd Apr.  
 For further information, apply to—  
 NIPPON YUSEN KAISHA.  
 Telephone: Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

## W. S. BAILEY &amp; CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

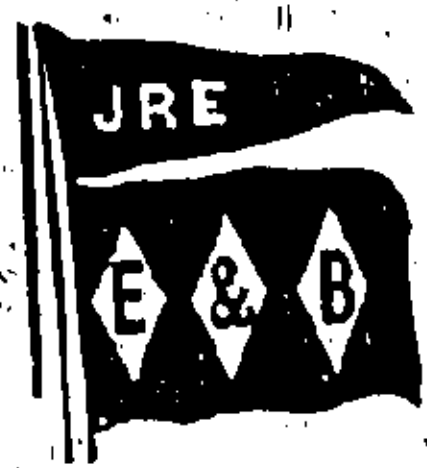
builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Yachts built and shipped for re-creation abroad.



WILLIAM THE ROYAL "LION" BUILT BY W. S. BAILEY & CO., LTD.  
 Boiler-makers, Founders and Constructional Engineers and Repairers



ELLERMAN &  
BUCKNALL



STEAMSHIP  
COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

"CITY OF CAIRO" ..... 17th April ..... Mars, L'don, E'dam, & Hamburg  
"CITY OF CHRISTIANIA" ..... 28th April ..... Do.

### PASSENGER SERVICE.

"CITY OF CAIRO" ..... 17th April ..... Mars, L'don, E'dam, & Hamburg.

### FARES TO LONDON.

Single 1st Class "A" £92. "B" £84. 2nd Class "A" £68. "B" £58.  
Return "A" £161. "B" £147. "A" £108. "B" £88.  
Cargo Steamers, Saloon Passage £62.

NOTE—Particulars of Charge of Passage Rate by Cargo Steamers.

For further particulars, apply to—

THE BANK LINE, LTD.  
(Tel. Central 780).

## BOSTON AND NEW YORK

Joint Service of the

### "BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

## AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

### Sailings from Hongkong.

"KNARESBRO" ..... via Suez Canal ..... 21st Apr.  
"KEEMUN" ..... via Suez Canal ..... 1st May.  
"CITY OF ORAN" ..... via Suez Canal ..... 11th May.  
"OANFA" ..... via Suez Canal ..... 21st May.  
"KNARESBRO" will call at PHILADELPHIA.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.  
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M.

## MESSAGERIES MARITIMES

### SERVICES CONTRACTUELS

M.

| Mail Steamers. | Next Sailings from Marseilles. | Pro. Arr. at Hongkong and Sailings for S'hai and Japan. | Probable Sailings from Hongkong for Marseilles. |
|----------------|--------------------------------|---------------------------------------------------------|-------------------------------------------------|
| ANGKOR         | 20th Mar.                      | 21st Apr.                                               | 27th April                                      |
| CHAMFORD       | 27th Mar.                      | 30th Apr.                                               | 11th May                                        |
| PAUL LECAT     | 10th Apr.                      | 13th May                                                | 18th May                                        |
| ANDRE LEBON    | 24th Apr.                      | 26th May                                                | 25th May                                        |
| AMBOISE        |                                |                                                         | 8th June                                        |
| CHANTILLY      |                                |                                                         | 22nd June                                       |

### RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).  
A CLASS (1st Class) £95. 0s. 0d. B CLASS (1st Class) £83. 0s. 0d.  
STEAMERS 12nd " " £68. 0s. 0d. " " £60. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

### LIGNE COMMERCIALES (CARGO BOATS).

"CAPITAINE FAURE" loading for HAVRE, ANTWERP

& DUNKIRK about the 15th of May.

"COMMISSAIRE RAMEL" from DUNKIRK, LONDON & HAVRE is due

to arrive about the End of April.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

8, QUEEN'S BUILDING.

Telephone: Central 740.

CONSIGNATION—TRANSIT—REPRESENTATION.

## DOUGLAS STEAMSHIP CO., LTD.

### HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

### SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

"HAIHONG" ..... Capt. Ellis Walker ..... Friday, 18th Apr., at 1 p.m.  
"HAIPOONG" ..... Capt. W. S. Turnbull ..... Tuesday, 24th Apr., at 1 p.m.  
"HAINING" ..... Capt. W. C. Passmore ..... Friday, 25th Apr., at 1 p.m.  
\*Calling at Swatow for Passengers only.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPIRAIK & CO.,

General Manager.

## PRINCELINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "CELTIC PRINCE" ..... 22nd April.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 313.  
Telegrams (Furness)

(Incorporated in Great Britain)

St. George's Building.

# P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).  
MAIL AND PASSENGER SERVICES  
STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,  
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING  
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,  
EGYPT, EUROPE, ETC.

### PENINSULAR AND ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

| S.S.            | Tons   | From Hongkong (about) | Destination                                           |
|-----------------|--------|-----------------------|-------------------------------------------------------|
| "LAHORE"        | 5,252  | 16th April, 4 p.m.    | Singapore, Penang, Colombo & B'way.                   |
| "NELLOR"        | 5,583  | 17th April, Noon      | Singapore, Penang, Colombo, Port Said, Mars, & London |
| "CHINA"         | 7,552  | 19th April, Noon      | Marseilles, London & Antwerp.                         |
| "PADUA"         | 5,907  | 21st April            | Singapore & Bombay.                                   |
| "SUDBURY"       | 6,686  | 23rd April            | Singapore, Penang, Colombo & B'way.                   |
| "KALYAN"        | 9,118  | 3rd May               | Marseilles, London & Antwerp.                         |
| "NIEZAPORE"     | 6,715  | 7th May               | Singapore, Colombo & Bombay.                          |
| "PLASSY"        | 7,436  | 24th May              | Mars, London & Antwerp.                               |
| "KASHMIR"       | 8,953  | 25th May              | Singapore, Penang, Colombo & B'way.                   |
| "SICILIA"       | 8,813  | 26th May              | Mars, London & Antwerp.                               |
| "KALYAN"        | 9,097  | 31st May              | Singapore, Penang, Colombo & B'way.                   |
| "KASHGAR"       | 8,340  | 14th June             | Mars, London & Antwerp.                               |
| "SUDBURY"       | 6,686  | 23rd June             | Singapore, Penang, Colombo & B'way.                   |
| "MOREA"         | 10,911 | 28th June             | Mars, L'don, & A'warp.                                |
| "KARMAIA"       | 9,098  | 12th July             | do.                                                   |
| "SICILIA"       | 8,813  | 22nd July             | Singapore, Penang, Colombo & B'way.                   |
| "MALWA"         | 10,911 | 26th July             | Mars, L'don, & Antwerp.                               |
| "DEVANHA"       | 8,092  | 9th Aug.              | do.                                                   |
| "NANDA"         | 10,902 | 23rd Aug.             | do.                                                   |
| "KHYBER"        | 9,014  | 6th Sept.             | do.                                                   |
| "KAISAR-I-HIND" | 11,430 | 20th Sept.            | do.                                                   |
| "KASHMIR"       | 8,953  | 4th Oct.              | do.                                                   |
| "MOREA"         | 10,911 | 18th Oct.             | do.                                                   |
| "KASHGAR"       | 8,340  | 1st Nov.              | Mars, L'don, & A'warp.                                |

### BRITISH INDIA-APCAR SAILINGS.

|          |        |                       |                              |
|----------|--------|-----------------------|------------------------------|
| "TALMA"  | 10,000 | 16th April, 1.30 p.m. | Singapore, Penang & Colombo. |
| "JAPAN"  | 8,853  | 26th April            | do.                          |
| "TANDA"  | 8,953  | 2nd May               | do.                          |
| "TAKADA" | 8,848  | 25th May              | do.                          |

### EASTERN AND AUSTRALIAN SAILINGS (South)

|              |       |           |                               |
|--------------|-------|-----------|-------------------------------|
| "ST. ALBANS" | 4,500 | 30th Apr. | Manila, Sandakan, Thursday    |
| "KASTERN"    | 4,000 | 28th May  | Island, Fowatville, Brisbane, |
| "ANAFURA"    | 6,000 | 2nd July  | Sydney & Melbourne.           |

Frequent connections from Australia with the following:—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver  
The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

### SAILINGS TO SHANGHAI AND JAPAN

|                 |        |                 |                         |
|-----------------|--------|-----------------|-------------------------|
| "PLASSY"        | 7,426  | 19th Apr., D.L. | Shanghai, Moji & Kobe.  |
| "NAGORE"        | 4,253  | 1st May         | Shanghai & Kobe.        |
| "ALIVA"         | 4,467  | 2nd May         | Shanghai, Moji & Kobe.  |
| "EASTERN"       | 4,000  | 3rd May         | Moji & Kobe.            |
| "TAKADA"        | 8,848  | 25th May        | do.                     |
| "SICILIA"       | 8,813  | 13th May        | Shanghai.               |
| "KASHGAR"       | 8,340  | 16th May        | Shanghai, Moji & Kobe.  |
| "TORILLA"       | 5,205  | 30th May        | Moji & Kobe.            |
| "MOREA"         | 10,911 | 30th May        | Shanghai, Moji & Kobe.  |
| "ANAFURA"       | 6,000  | 2nd June        | Moji & Kobe.            |
| "SUDBURY"       | 6,686  | 11th June       | Shanghai.               |
| "KARMAIA"       | 9,098  | 13th June       | Shanghai, Moji & Kobe.  |
| "MALWA"         | 10,911 | 27th June       | do.                     |
| "ST. ALBANS"    | 4,500  | 3th July        | Moji & Kobe.            |
| "SICILIA"       | 8,813  | 10th July       | Shanghai.               |
| "DEVANHA"       | 8,092  | 11th July       | Shanghai, Moji & Kobe.  |
| "MANJUA"        | 10,822 | 23rd July       | do.                     |
| "EASTERN"       | 4,000  | 2nd Aug.        | Moji & Kobe.            |
| "KHYBER"        | 9,014  | 8th Aug.        | Shanghai, Moji & Kobe.  |
| "KAISAR-I-HIND" | 11,430 | 22nd Aug.       | do.                     |
| "KASHMIR"       | 8,953  | 3rd Sept.       | do.                     |
| "ANAFURA"       | 6,000  | 6th Sept.       | Moji & Kobe.            |
| "MOREA"         | 10,911 | 19th Sept.      | Shanghai, Moji & Kobe.  |
| "KASHGAR"       | 8,340  | 3rd Oct.        | do.                     |
| "ST. ALBANS"    | 4,500  | 4th Oct.        | Moji & Kobe.            |
| "MALWA"         | 10,911 | 18th Oct.       | Singapore, Moji & Kobe. |
| "KARMAIA"       | 9,098  | 1st Nov.        | do.                     |

All dates are approximate and subject to alteration without notice.  
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
\* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.  
First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section in their P. & O. Tickets, Singapore to Colombo.  
All Cabins are fitted with Electric Fans free of charge.  
Fare for Messengers not more than 2 1/2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.  
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—  
MACKINNON, MACKENZIE & CO.,  
22, Des Voeux Road Central, HONGKONG.

Y.

K.

K.

## Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.  
Coalmine Owners, General Coal Merchant.

### REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG, CANTON & HAIPHONG.

For CANTON

For HAIPHONG via Hoihow & Pakhoi

For KEELUNG via Swatow & Amoy

For further particulars, please apply to—  
Branch Office  
No. 37, Bonham Street West.  
Tel. Central No. 155.  
S. MITARAI, AGENT.  
Top Floor King's Building.  
Tel. Central Nos. 140 & 4457.

## CHINA NAVIGATION CO.,

LIMITED.

| Ports                        | Steamers    | Date of Departure     |
|------------------------------|-------------|-----------------------|
| WEIHAIWEI, CHEFOO & TIENTSIN | "KUEIOHOW"  | On 15th Apr., Noon.   |
| SHANGHAI                     | "SUIYANG"   | On 17th Apr., D.L.    |
| NEWCHWANG                    | "HANTUNG"   | On 18th Apr., D.L.    |
| SHANGHAI                     | "SECHUEN"   | On 19th Apr., D.L.    |
| HONGKONG                     | "CHENAN"    | On 19th Apr., 10 a.m. |
| SHANGHAI & TSINGTAO          | "KANCHOW"   | On 20th Apr., D.L.    |
| SWATOW & SHANGHAI            | "HUNAN"     | On 20th Apr., 4 p.m.  |
| AMOI & SHANGHAI              | "LUCHOW"    | On 22nd Apr., D.L.    |
| SWATOW & BANGKOK             | "KWANGHONG" | On 23rd Apr., 2 p.m.  |
| SWATOW & SINGAPORE           | "KINGYUAN"  | On 24th Apr., 10 a.m. |
| HAIPHONG                     | "YUNNAN"    | On 25th Apr., 4 a.m.  |
| TIENTSIN                     | "CHICHOW"   | On 26th Apr., 4 p.m.  |
| AMOI, SWATOW & SINGAPORE     | "KWEIYANG"  | On 26th Apr., 2 p.m.  |
| SWATOW & BANGKOK             | "KALGAN"    | On 28th Apr., 2 p.m.  |

SHANGHAI LINE—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Fookow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.  
Telephone Central 88.  
CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

## AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

| Steamer   | Arr. Hongkong from Australia | Leaves Hongkong for Manila, Sandakan, Thurs. Is. & Aus. Ports. |
|-----------|------------------------------|----------------------------------------------------------------|
| "TAIYUAN" | 26th April                   | 1st May                                                        |

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo looked through to all Australian, New Zealand and Tasmanian Ports.  
For freight and passage, apply to— BUTTERFIELD & SWIRE.  
Telephone No. Central 36. Agents.

## DODWELL & CO., LTD.

### NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "DACKER CASTLE" ..... Sails on or about 6th May.

### LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE £66.

### NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.  
S.S. "AUSSA" ..... Sails about 22nd April.  
S.S. "DUCESSA D'AOSTA" ..... Sails about 4th May.  
S.S. "SILVIO PELLICO" ..... Sails about 1st June.  
S.S. "NIPPON" ..... Sails about 3rd June.  
S.S. "ROSANDRA" ..... Sails about 3rd July.

### HOMeward FOR BRINDISI, VENICE AND TRIESTE.

S.S. "PERSIA" ..... Sails about 20th April.  
S.S. "FIUME-L" ..... Sails about 8th May.  
S.S. "NUMIDIA" ..... Sails about 11th May.  
S.S. "AUSSA" ..... Sails about 4th June.  
S.S. "DUCESSA D'AOSTA" ..... Sails about 7th June.  
S.S. "SILVIO PELLICO" ..... Sails about 4th July.  
S.S. "NIPPON" ..... Sails about 8th July.  
S.S. "ROSANDRA" ..... Sails about 7th August.  
\* Cargo only.

### NATAL LINE OF STEAMERS.

FOR CALCUTTA COLOMBO TO SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,

Telephone Central 1030.

Agents.

## STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

### EXPRESS FREIGHT SERVICE

FOR SAN FRANCISCO AND LOS ANGELES

FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "West Ivan" ..... Due Hongkong 15th Apr.  
Leave Hongkong 17th Apr.  
U.S.A.B. "West Sequana" ..... Due Hongkong 25th Apr.  
Leave Hongkong 29th Apr.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

FOR MANILA, SINGAPORE, ZAMBOANGA AND CEBU.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR BATAVIA, SEMARANG AND SOERABAYA.

U.S.S.B. "West Faron" ..... Due Hongkong 25th Apr.  
Leave Hongkong 28th Apr.

For Full Information, Apply to

STRUTHERS AND BARRY.

L. EVERETT,  
General Agent for  
JAPAN-CHINA-PHILIPPINES  
INDO-CHINA-STRAITS & JAVA.

1st Floor, Queen's Building,  
Phone No. Central 3008.  
G. P. BRADFORD,  
Res. Agent.



